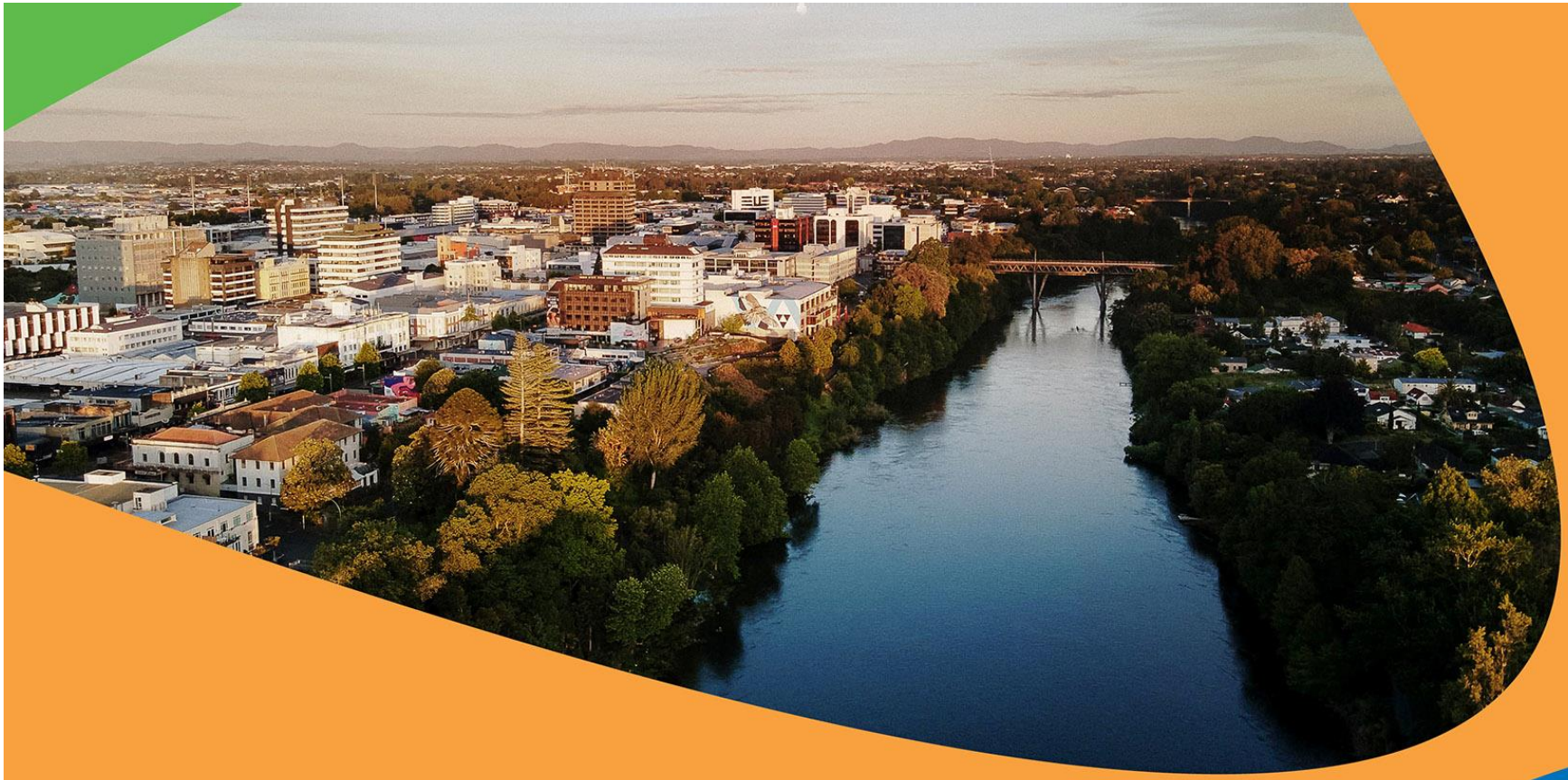
9th April 2025

Time	Topic and Purpose	Presenter(s)	Format	Time allocated
9.30am	**Capital Works Programme** The purpose of this session is to provide Elected Members with an opportunity to review the capital works programme and in particular prioritization to inform future Long-Term Plan and Annual Plans. It is in response to a staff action from the Finance and Monitoring Committee.	**Chris Allen, Andrew Parsons**	**Open**	**60 Minutes**
Break 10.30am				
10.45am	**Unsubsidised Minor Transport Improvement Programme – Macroscope Approvals** The purpose of this session is to work through the project reports completed for 3-4 Transport Projects and seek feedback prior to presenting these at the 13 May 2025 Infrastructure and Transport Committee Meeting.	**Robyn Denton, Dharmen Singh, Tania Hermann**	**Open**	**60 Minutes**
SESSION ENDS				



Capital Programme Delivery (2024-27)

9 April 2025

Hamilton City Council
Te kaunihera o Kirikiriroa

Purpose

- Finance and Monitoring Committee- meeting 27 February 2025 :

"…to review the capital works programme in particular prioritisation to inform future Long-Term Plan and Annual Plans"

- Elected Members and ELT;

to be realistic about what we can deliver as an organization given the context we are now working in

Key Messages

- Year 1 delivery of the 3 year capital programme has been delayed by significant unexpected matters including:

  - the greater than expected loss of NZ Transport Subsidy which had a significant impact on the financial strategy potentially requiring a significant reprioritisation of projects across all activities

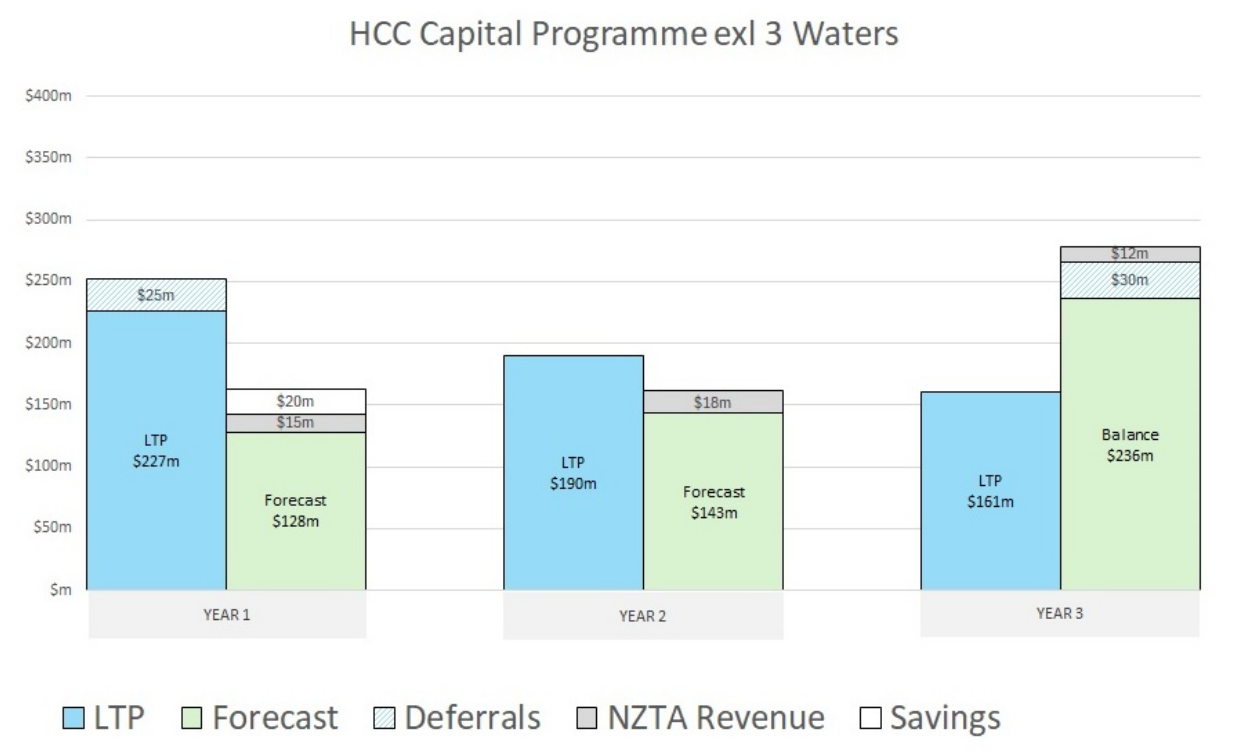
  - the late government decision on IAF refocus (adverse revenue impacts for financial strategy)

  - the significant diversion of critical resource into water reform matters and unplanned/unfunded growth and fast track developments

  - significant contract and land liabilities in Peacocke potentially requiring a reprioritisation of capital delivery to keep within financial strategy

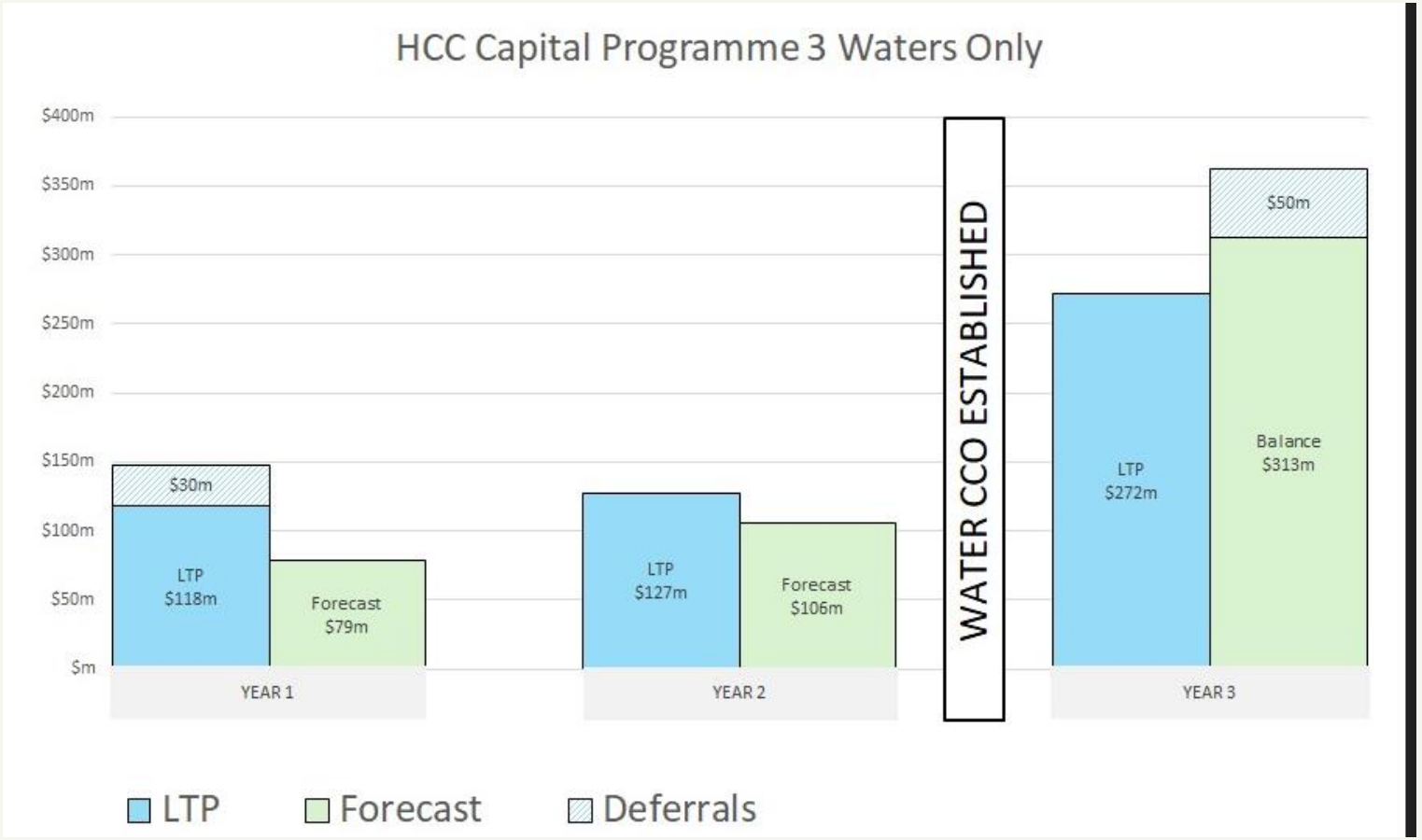
- These matters have affected the momentum of capital delivery with a higher year 1 deferral than anticipated
- We are targeting catch up and delivery across the 3 years for all activities except for water, wastewater and stormwater (ie the Residual Council)
- The 3 waters change is transformational and requires projects that are more important for an incoming CCO to be prioritised

The 3 Year Numbers- Residual Council



- The balance in year 3 is the spend that would be required to fully achieve the LTP expectations noting that this will also include any further savings that can be delivered over year 2 and year 3 of the 3-year period (Year 1 savings forecast to be $20m)

The 3 Year Numbers- 3 Waters



2025/26 Annual Plan

- Staff are working on delivering a revised Year 2 programme for the 2025/26 AP that takes into account the loss of momentum and catching up the delivery of capital projects that will remain the responsibility of Council post water reform.

- Staff are also working on delivering a revised Year 2 programme for the 2025/26 AP that allows flexibility for the new water entity to make its own investment and procurement decisions

- Move to a revised approach for capital delivery where funding can be brought forward if required

Delivery verses Movements

Of the year 1 movements, a large number of key projects are **contractually committed** and will be completed in 3 year period including:

- last of the remaining HIF Peacocke infrastructure
- Ranfurly Gully
- Collins Road storage tank
- Pukete Inlet works
- Southern WWTP design and consenting

- Pukete Neighbourhood House
- Waterworld upgrade
- Wellington Street Beach

In addition to delivery of the year 1 funded projects, Council has contracted the early delivery of strategic infrastructure in Rotokauri through Innovative Developer Agreements at significantly reduced cost to Council and with zero to very low funding demand in next 3 years

Ongoing Risks

- Water reform and employment disruption risk for waters and non-waters staff will impact delivery

- Continued focus on unplanned and unfunded growth areas diverting critical resource will impact delivery (particularly in 3 waters)

- Elected member decision making and community tolerance for delivery impacts (central City IAF, transport in particular)

- Potential RMA change and fundamental change to growth funding – potential project revenue uncertainty - may impact delivery

Heading into most transformative period not seen in Local Government for decades

Opportunities For 3 Waters

- To realign capital project delivery with a potential CCO implementation plan integrated across the 2 councils

- To focus 3 waters capital delivery on those items that;

  - are contractually committed (including IAF central city)

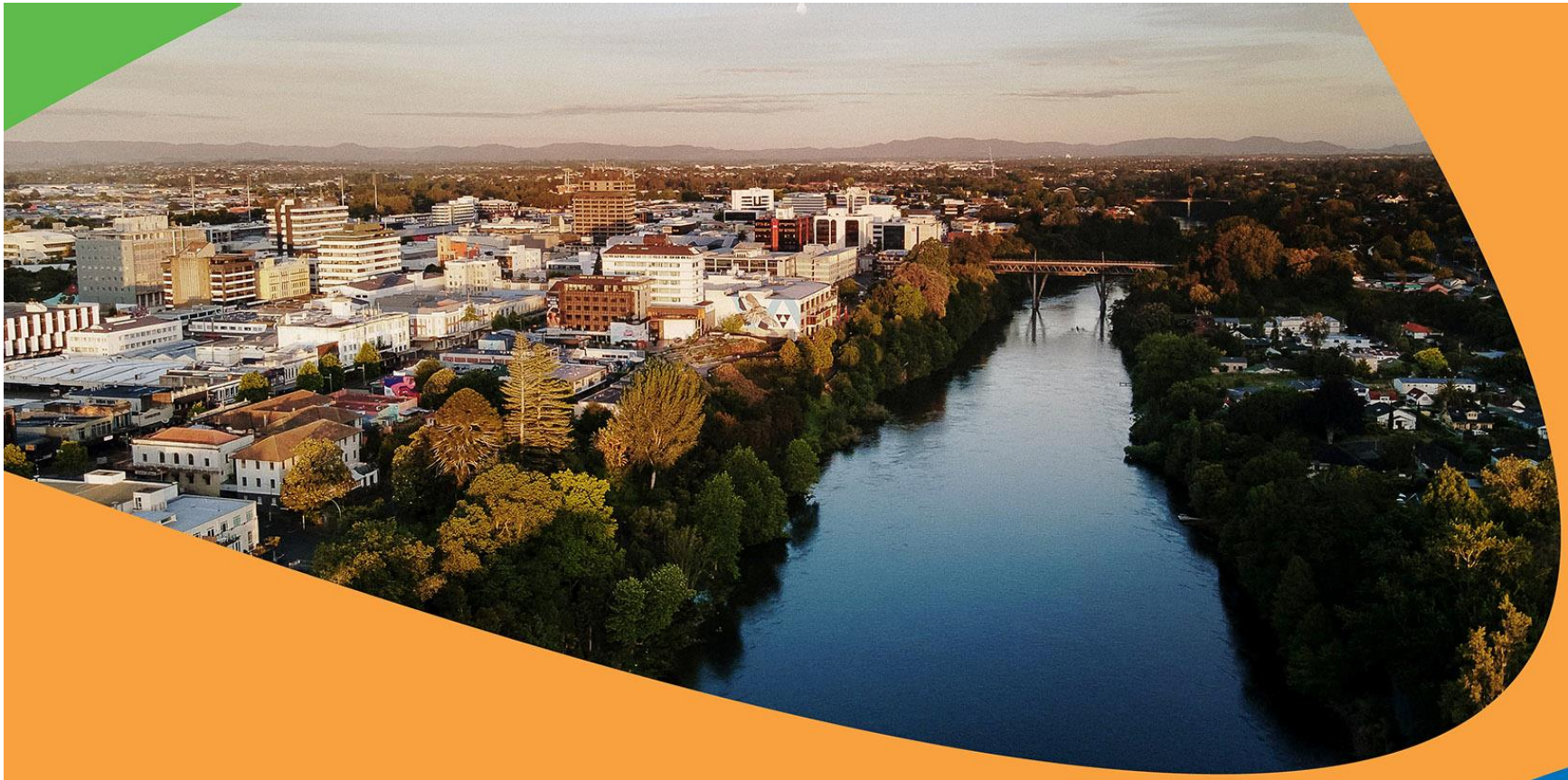
  - have immediate urgency (eg renewals)

  - that prepare significant projects for CCO implementation (eg bulk storage designations and water meters)

  - that validate boundaryless CCO (eg Southern WWTP)

  - prepare CCO for investment and procurement decisions (eg Pukete contract model)

- To reprioritise projects that will be better informed by legislative, policy or standards changes (eg Pukete WWTP Upgrade)



Our purpose
Improve the wellbeing of Hamiltonians.

Our mission
Be the leading community-focused Council.

Our vision
Hamilton's potential is unlocked – it's the best place to live.

End – Paatai?

Hamilton City Council
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LTP- Council Resolutions

23 November 2023

- approves the management of the capital programme as a three-year programme

2024/34 LTP meeting-4 June 2024

- reduced capital programme to improve debt position and in turn lower rates increase

- decision to increase deferral assumption driving need to prioritise and reduce capital programme each year to fit financial strategy

- notes high risk of NZTA subsidy to financial strategy

Relevant LTP Assumptions/Risks

Revenue

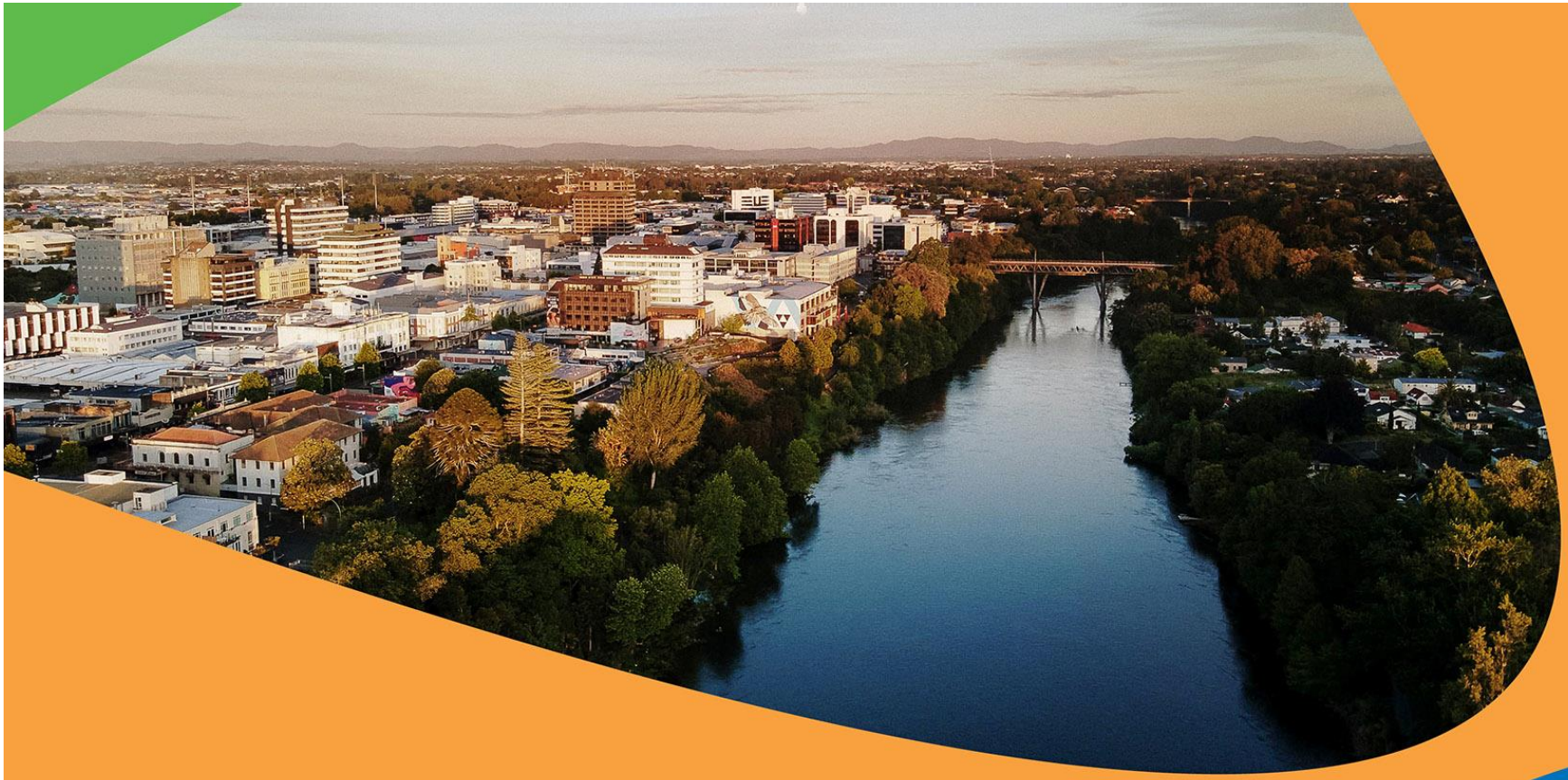
- if significant reduction in NZTA subsidy then need to reprioritise programmes to comply with financial strategy (impacts are broader than just transport programme)

Growth

- no allowance for emerging areas and intensification outside stage 1

Other

- fast track and water reform will increase the demand for our services



Capital Review

9 April 2025

Hamilton City Council
Te kaunihera o Kirikiriroa

Council Resolution

Requests the following work relating to capital expenditure, concern over which was a clear theme of submissions, to feed into the 2025/26 Annual Plan and/or Long-Term Plan Amendment

i. *develop scope statements for our significant capital projects and undertake further independent scope and cost reviews on significant projects; and*

i. *a review of capital spending, looking at the underlying drivers of the cost of capital projects and options to address these*

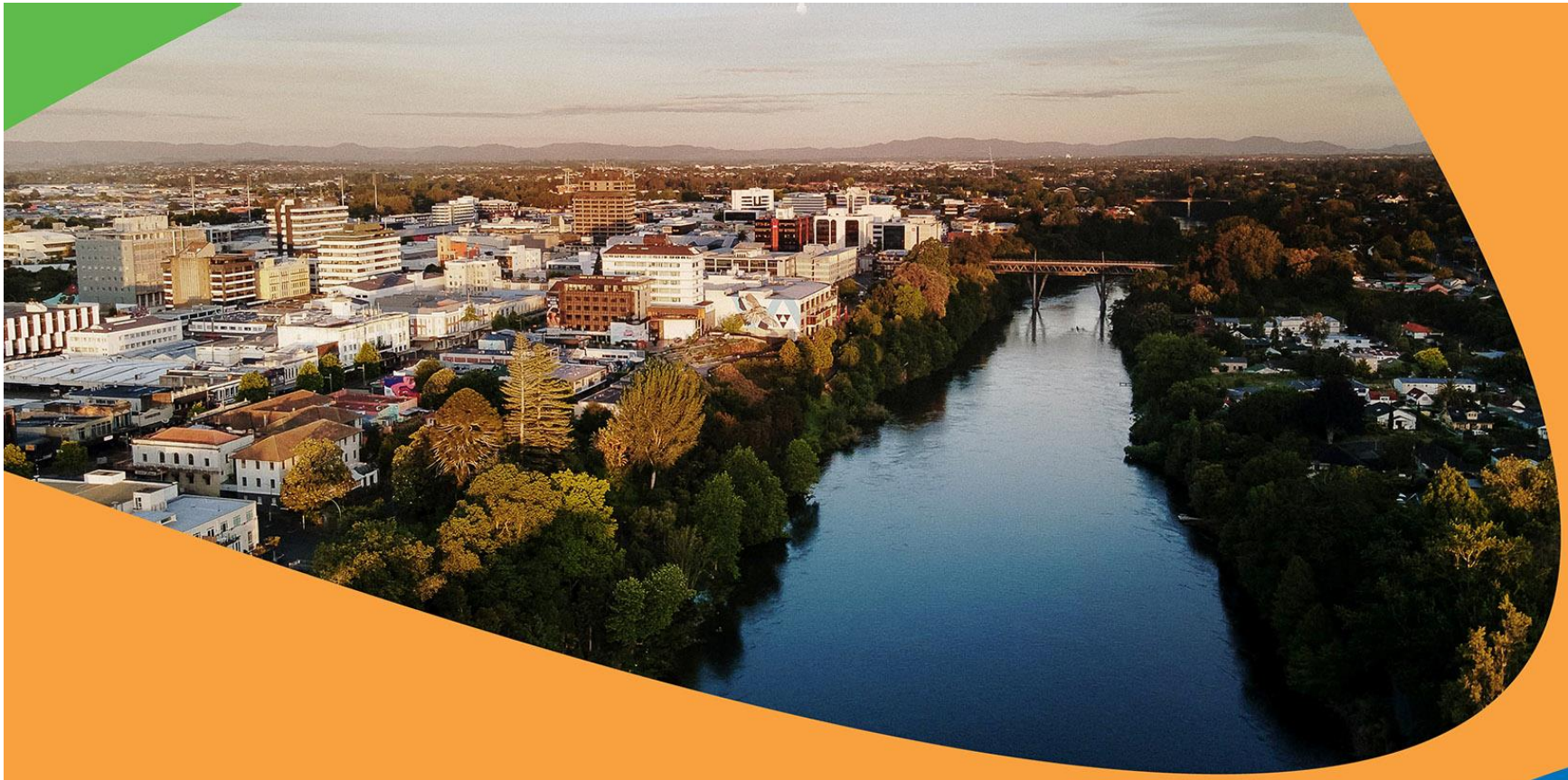
Conclusions

there is nothing arising from the independent scope and cost review that indicates any changes are required to funding allocated for capital projects in the 2025/26 Annual Plan

Staff have been reviewing the existing Capital Project Cost Estimation guidelines to improve consistency of cost estimating across the organisation and are incorporating lessons learned from the independent scope and cost review

Table 1: Summary of Estimate Reviews (See Attachment 1 for details)

Key Consideration	Wastewater Bulk Storage – Mid Section	Ruakura Reservoir	Ruakura Eastern Transport Corridor	Arthur Porter Drive	Observations
LTP Inflated P50	$50.8M	$107.4M	$97.3M	$19.0M	Inflated estimates
LTP Expected P50	$41.4M	$83.4M	$71.5M	$13.1M	Uninflated estimates
BondCM Review	$46.4M	$86.4M	$92M	$16.4M	Based on updated info
Difference	**$5M (+12%)**	**$3M (+4%)**	**$20.5M (+22%)**	**$3.3M (+25%)**	All estimates are over the LTP. Ruakura significantly
Estimate type	Appropriate	Appropriate	Appropriate	Appropriate	All early stage
Evidence-base	Appropriate	Appropriate	Appropriate	Appropriate	All early stage
Scope/ objective	Adequate	Adequate	Concern (after LTP)	Appropriate	Scope definition not clear. Ruakura change concerns
Methodology	Adequate	Appropriate	Adequate	Adequate	Transport spreadsheet approach has drawbacks.
Pricing/ Rates	Adequate	Appropriate	Concern (after LTP)	Concern	Transport pricing appear low
Risks	Adequate	Adequate	Concern	Adequate	No project risk assessments
Contingency	Appropriate	Appropriate	Concern	Adequate	Transport contingency low
Overall	**Adequate**	**Appropriate**	**Concern (After LTP)**	**Adequate**	



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Project Report

Grey Street Pedestrian Safety Improvement north of Wellington Street

2024/2025

Hamilton City Council
Te kaunihera o Kirikiriroa

Grey Street Pedestrian Safety Improvement north of Wellington Street

WHERE?

Figure 1 Site Location

SITE DISCRIPTION

Wellington Street/ Grey Street intersection is located in Hamilton East. The intersection is near the Hamilton East Suburban and Neighbourhood Centre. Grey Street is a busy urban connector that links to the Central City via the ANZAC Parade Bridge. The intersection is used by school children accessing several nearby schools such as Sacred Heart Girls College, Marian Catholic School and Jubilee Catholic Early Childhood Centre.

The intersection is adjacent to Steele Park and provides a link to the Te Awa River Ride shared path and is surrounded by café's, restaurants, churches, a freemasonry, a kindergarten, and health services.

WHATS THE PROBLEM?

Initially, the project objective was to reduce both pedestrian risk and vehicle crash severity by managing vehicle approach speeds without affecting the efficiency of the intersection. Through the process of the investigations, it was considered that whilst there was a reasonable vehicle crash history at the intersection, it did not appear in the City's high ranking unsafe intersections. However, a review of the video recordings clearly showed a very concerning safety issue of the very high pedestrian usage (both walking through the footpath and crossing the road) overall at this section of road (average of 967/day). The video recordings showed a high number of vulnerable school children who access the nearby schools, having to cross between parked cars and older pedestrians crossing to access the nearby cafes, making 2 stages crossings, using the flush median as a waiting place to cross the 2 traffic lanes.

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

Without safe crossing facilities, the likelihood of a crash involving a pedestrian (likely to be a child) is high and is likely to result in death or serious injury.

There is an existing crash history and stakeholders nearby have also expressed concerns about the intersection and crossing safety. Data from the Waka Kotahi Crash Analysis System (CAS), show that since 2014 there have been 18 reported crashes (7 injury and 11 non injury), resulting in a social cost of $2.7M. One of the injury crashes involved a cyclist. Each day, an average of 967 pedestrians utilize this part of Grey Street, with roughly 46% crossing in the vicinity of Wellington Street, often between parked cars. The site also accommodates a considerable number of cyclists, averaging 122 per day, with around 33% of them crossing Grey Street.

ROAD DATA

This road section has the following characteristics:

- The posted speed limit is 50km/hr on Grey Street and 40km/hr on Wellington Street, the 85th%tile speed is 48km/h, 8% of vehicles exceed the speed limit.
- The overall site width boundary to boundary is 30m on Grey Street and 20m on Wellington Street.
- Wellington Street is a 2-lane road with no flush median.
- Grey Street is a 2-lane road with a flush median and right-turn bay.
- Grey Street has narrow unidirectional, un-protected cycle lanes.
- There are no cycle lanes on Wellington Street.
- There are pedestrian footpaths on all approaches.
- There are no formal pedestrian crossing facilities within the vicinity of the wellington Street intersection.
- There is a pedestrian splitter island on Wellington Street (east) at the intersection and a refuge island on Grey Street approximately 100 m south from intersection.

There are currently two local bus routes (Bus 10: Hillcrest and Bus 17: Hamilton Garden/Uni) operating along Grey Street / Wellington Street as shown in the table below:

Road Name	Bus Service	Bus Stop Location
Grey Street (north)	Bus 10 & Bus 17	Two bus stops; Approximately 40 m (northbound) and 125 m (southbound) from the intersection.
Grey Street (south)	Bus 10	Approximately 40 m south of the intersection. This stop is utilised by the University bus service.
Wellington Street (west)	Bus 17	3 Bus stops; Approximately 35 m from the intersection (westbound) and 2 bus stops approximately 170 m from the intersection (westbound & eastbound).

Table 1 Public Transport Routes

The One Network Framework (ONF) is a classification system which divides New Zealand's roads into categories based on their movement and place function. The ONF recognises that streets function as transport corridors but are also places where people spend time and interact with their surroundings. The current road ONF is listed below:

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles
Grey Street (north)	Activity Street (M2,P3)	15,000 (est.2023), 5% Heavy
Grey Street (south)	Urban Connector (M1,P4)	16,100 (est.2023), 5% Heavy
Wellington Street (west)	Urban Connector (M3,P4)	3,900 (est.2021), 1% Heavy
Wellington Street (east)	Local Street (M4,P4)	1,700 (est.2021), 4% Heavy

Table 2 One Network Framework & Volume of Traffic

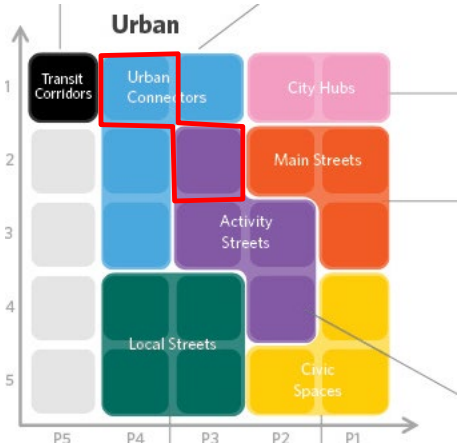


Figure 2 ONF Classification – Grey Street

CRASH HISTORY

Since 2014 there have been eighteen recorded crashes within the proposed project area, including one cyclist crash. Seven of these crashes were minor injury crashes and eleven non-injury crashes.

This investigation aims to reduce right-angled crashes, in particular the failure to give way/ stop which was the highest contributing crash factor. The social cost of these crashes has been $2.7M. Historic crash data indicates a trend of rear end/obstruction 11% and Crossing/turning crashes 89% at the intersection. 89% of all crashes had "failed to give way or stop" as one of the crash factors.

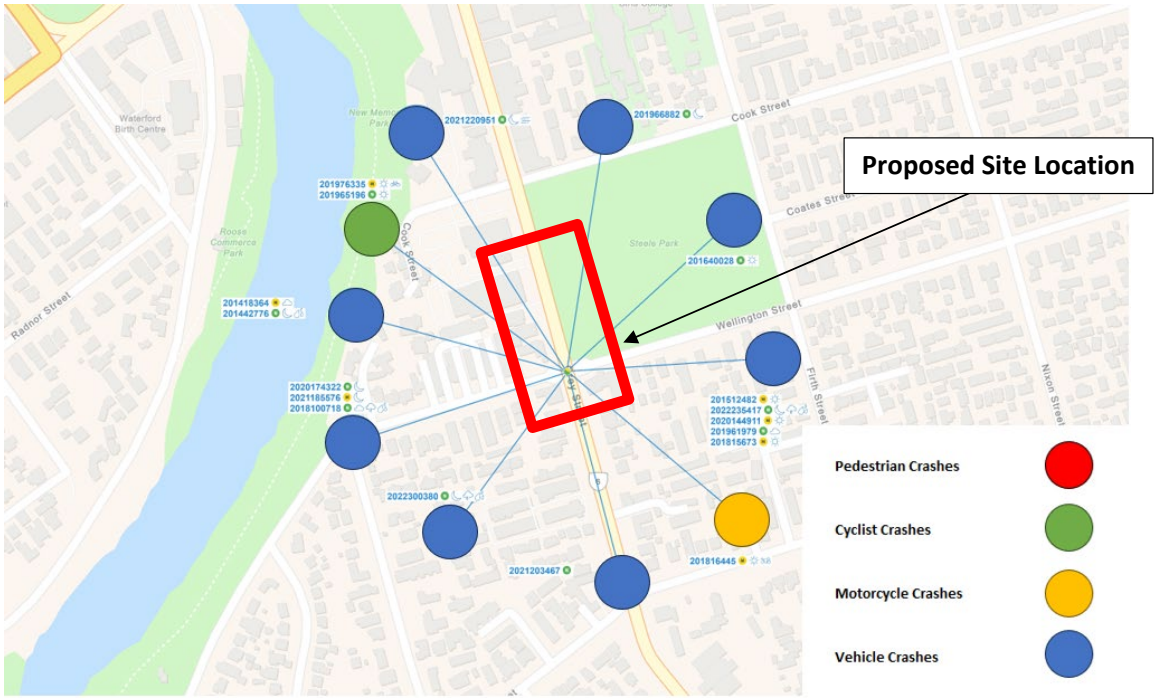


Figure 3 CAS Data – Showing Crashes (since 2014)

For the minor injury crash involving the cyclist, the cyclist was travelling north along Grey Street while the private vehicle was travelling south along Grey Street. The private vehicle failed to give way to the cyclist when they were about to turn right into Wellington Street and crashed into the cyclist.

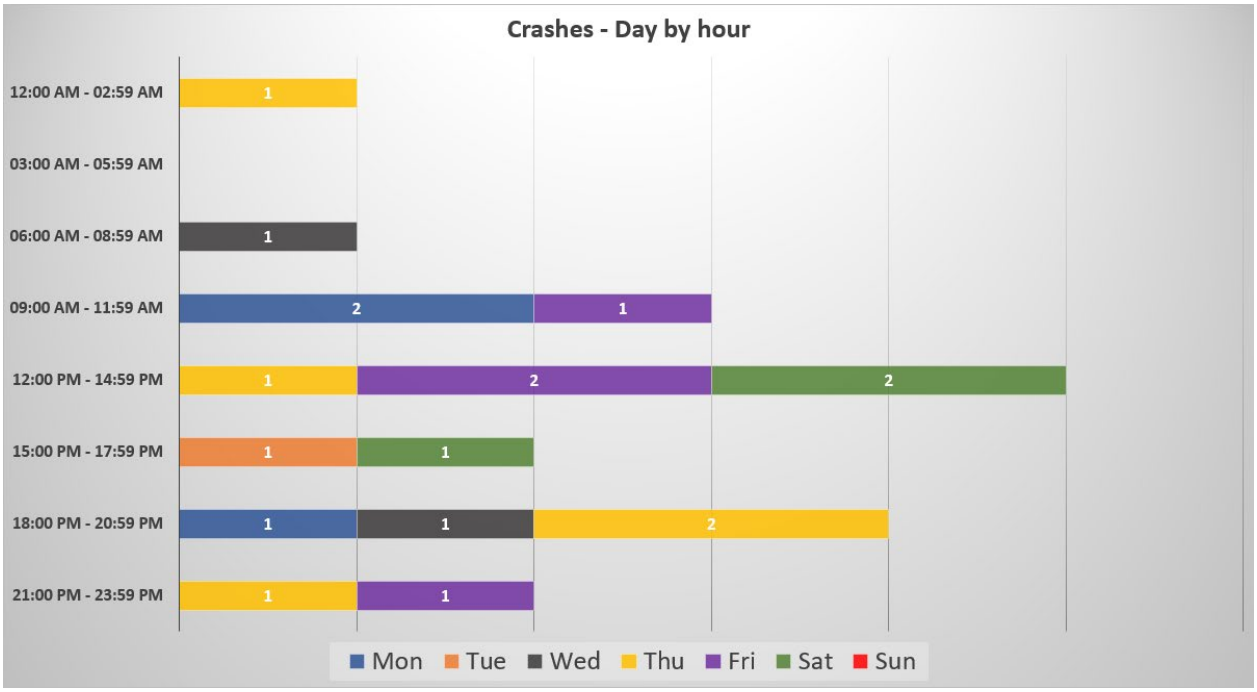


Figure 4 CAS Data – Showing crash analysis at different period during a day (since 2014)

PEDESTRIAN & CYCLIST DATA

There are notable pedestrian links along Wellington Street, Cook Street, Firth Street as they provide a connection to Grey Street, Clyde Street and to Steele Park. There are bus stops along Grey Street, Wellington Street, which encourage pedestrian movements.

There are strong pedestrian desire lines to cross north-south and east-west at the Wellington Street / Grey Street Intersection (Refer Figure 5) due to the existing shops i.e. KFC and the Café. Pedestrians and cyclists are mainly seen crossing north-south along Wellington Street due to the shops along Grey Street and due to the Anzac Parade Bridge, which is the closest east-west connection over the Waikato River to the City Centre/ Hamilton Central. The on-street parking along Grey Street and Wellington Street on both sides of the road also generate foot traffic crossing the road.

There are on-road cycle lanes along Grey Street, Clyde Street and along some parts of Galloway Street.

An onsite fixed camera was used to monitor and gather pedestrian and cyclist movement/ behaviour data. The average number of pedestrians in the area over 4 days in a 12hr period is 967 and on average 46% cross the Grey Street in the vicinity of Wellington Street. The average number of cyclists in the area over 4 days in a 12hr period is 122 and on average 33% cross the Grey Street in the vicinity of Wellington Street. (Refer Table 3).

Counts of the number of pedestrians and cyclist at the intersection are summarised below:

Date and Time	Pedestrians complete count	Pedestrian Crossing Grey Street	Cyclist complete count	Cyclist Crossing Grey Street	Total Pedestrian and Cyclist
4th December 2024 (Wednesday)	982	452	129	42	**1111**
5th December 2024 (Thursday)	944	388	151	38	**1095**
6th December 2024 (Friday)	983	541	114	44	**1097**
7th December 2024 (Saturday)	958	421	95	35	**1053**

Table 3 Pedestrian and cyclist Volume

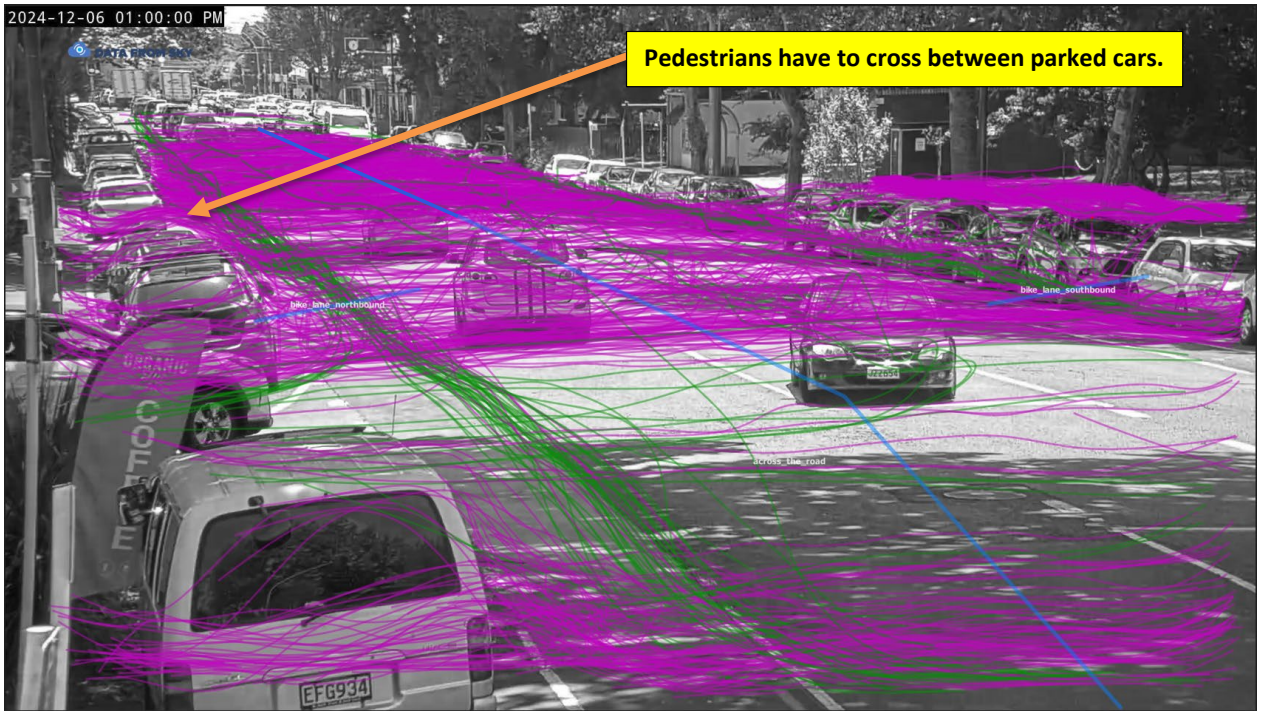


Figure 5 Survey Locations showing desire lines (06/12/2024) (Purple = Pedestrians, Green = Cyclists)

OBSERVATIONS

A site inspection was completed on 07th November 2024 during which the following observations were made:

- Difficult for pedestrians to cross the road as there are no formal pedestrian crossings present on Grey Street (north) and Wellington Street (west).

Figure 6 On-Site Camera (Photos)

- The tree located at the corner of Wellington Street (west) and Grey Street (south) is a constraint as the tree roots limit the space available for potential changes to the form of the intersection.
- The intersection operated well with minimum delays off peak. Long ques observed on peak hours.
- Sight line issues observed for vehicles coming from Wellington Street (West) turning left on to Grey Street (North) to see on-coming vehicles from Grey Street (South) because of the tree and the cars parked outside laundromat (on south of Grey Street).

COMMUNITY AND PUBLIC FEEDBACK

Customer Request Management (CRM) System has shown the following customer requests were generally in regard to pedestrian crossing requirements and safe intersection requirements and include:

- May 2024: Request for priority crossing at this location because of vehicles turning right from Grey Street north to Wellington Street (west) not giving way for pedestrians crossing Wellington Street and mentioned near miss experience.
- June 2022: Request for safer intersection project.
- December 2020: Request for a crossing facility at the intersection because existing crossings are further away.
- September 2020: Customer concern regarding multiple incidents noticed where vehicles turning right from Wellington Street (East) onto Grey Street (North) not giving way for oncoming traffic on Grey Street.

STAKEHOLDERS ENGAGEMENT

Several stakeholders are located in close proximity to this intersection, including local businesses, educational institutions, and residential areas. We will ensure effective and transparent communication with the primary stakeholders, especially the businesses. This approach will facilitate face-to-face discussions regarding construction techniques and schedules. We will collaborate with the contractor to determine traffic diversions and adaptable working hours. The information provided to the stakeholders will encompass the project scope, objectives, a preliminary sketch of the project, and an estimated timeline for construction, while also soliciting their input on minimizing disruptions to their operations.

The approach to communication will involve postal mail, direct discussions with those affected, project signage, variable message boards (VMS), and posters placed in local shops. A dedicated six-week period will be established for soliciting public input. This initiative provides an opportunity for all stakeholders to converse about the processes and timelines, thereby seeking to alleviate any concerns prior to the initiation of physical activities.

No engagement has been completed to date pending the/ completion of the decision-making framework process.

The following parties have been identified for engagement:

- Marian Catholic School, Jubilee Catholic ECC & Sacred Hearts Girl's College to gather insights about the existing intersection. These schools were selected as they are within walking distance of the intersection, they have previously engaged with Council staff about road safety, and students from these schools have a noticeable presence at the intersection based on data collection and site observations.
- Waimarie: Hamilton East Community House as they are within walking distance of the intersection.
- Proposed location has bus stops nearby and Waikato Reginal Council will be engaged at the early stage.
- Proposed project might have minor impact on the on-road parking at the Grey Street businesses will be engaged at the early stage.
- Fire and Emergency NZ (FENZ) as shown below. Staff will engage with FENZ at the appropriate time depending on the direction provided by Elected Members.

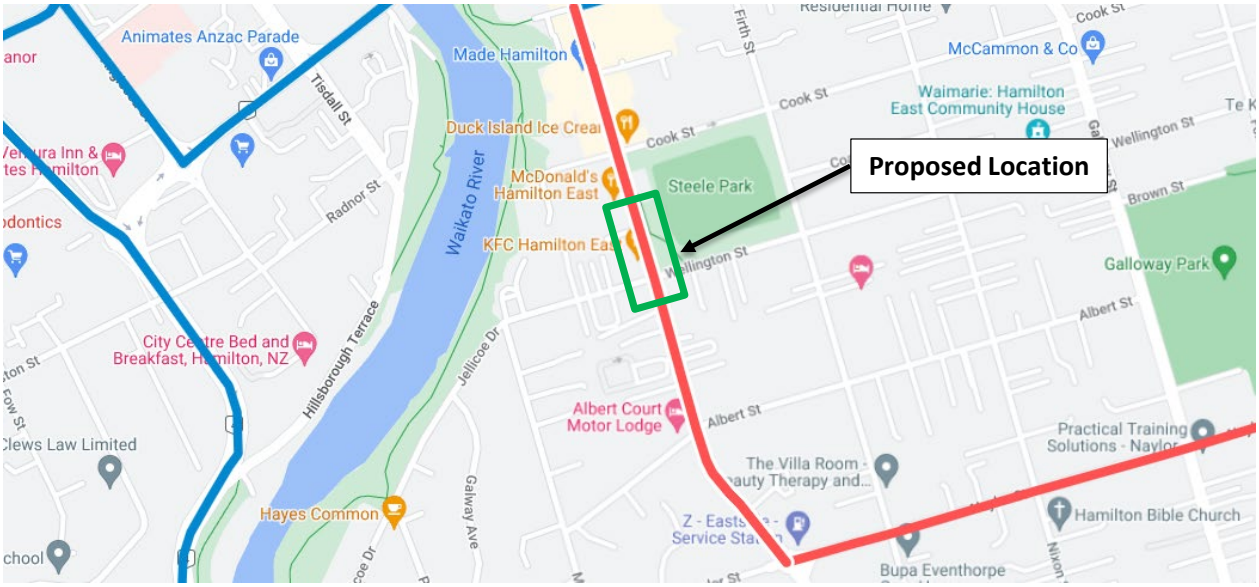


Figure 7 Aerial showing FENZ Route at the proposed location in Green

RECOMMENDATIONS

Seven intersection options were initially considered, however, on analysis of video surveys it clearly showed that while there is vehicle crash risk, by far the highest safety risk was for crossing pedestrians of which a significant portion are school children, crossing between parked cars, hidden from oncoming vehicles. These observations have been reinforced by stakeholders, who have also voiced concern.

Multiple alternatives were evaluated to improve traffic flow and speed-related concerns at the intersection including:

- raised platforms with a cost estimate exceeding $1 million, which included kerb extensions and formal crossings.
- Signalised intersection, both with and without raised platforms, with cost estimates ranging from $1.5 million to $2.4 million.
- Converting the intersection into a roundabout, with and without raised platforms, has cost estimates between $3.1 million and $3.5 million.

All proposed improvements will feature pedestrian crossings on all four legs at the intersection. However, after analysing crash types and comparing them with the HCC high-risk intersection rankings, it was determined that these intersection enhancements would not be a cost-effective solution. Given the concentrated area where pedestrians face the highest risk, a mid-block crossing emerged as the most suitable approach to effectively address the primary issue identified.

As a result, five options (A – E) were considered for a mid-block pedestrian crossing. Impacts on traffic were considered and peak time traffic flows could be impacted when large numbers of school children are crossing un-controlled in groups (platooning). Therefore, a controlled crossing (as opposed to a zebra) would be most favourable. Cyclist safety will be incorporated into the design and is recommended that taking them off road at this pinch point location is recommended. Traffic signals will result in gaps in the traffic flows & assist with vehicle movements in & out safely.

Based on the outcome of this analysis, staff recommend the following improvement options for this site:

Recommended Safest Option: Raised signalised crossing with kerb build outs.

A mid-block signalised pedestrian crossing, located to the north of the intersection and south of the KFC Entrance near to the location in the figure below. The crossing would be on a raised safety platform with 1:20 ramp grades to balance safety of pedestrians and vehicle transition. Kerb buildouts will be provided both sides to enable visibility for

pedestrians away from parked vehicle and off-road treatment for cyclist safety at this pinch point. Estimated cost of $900k.

Alternative Option: At-grade signalised crossing with kerb build outs.

As preferred option, but without raised safety platform. With this option, vehicle speed is not addressed, and some risk remains should a crash occur which involves car vs pedestrian and may result in death or serious harm. Estimated cost of $800k.

Figure 8 On-Site Camera (Photos) showing pedestrian crossing near the proposed location (Red)

TREATMENT CONSIDERATIONS

The following tables detail treatment options and matrix scoring for the options.

Treatment	Type	Discussion	Cost[1]
1.	Raised Signalised intersection with kerb realignment	• Raised signalised crossing with kerb build outs with varying approach and departure ramps (As per FENZ engagement) between the intersection and the exist (drive through) from KFC to accommodate safe pedestrian priority crossings and access friendly for sensitive path users (i.e., elderly, vision and mobility impaired, and pedestrians under 12 years of age). • **Safe Systems Assessment Score - 260**	$900k
2.	At-Grade Signalised crossing with kerb build outs	• At-Grade Signalised crossing will be installed on grey street between the intersection and the exist (drive through) from KFC. • Lack of raised platform will not help achieve speed reduction component at this intersection. **Safe Systems Assessment Score - 326**	$800k

Table 4 Long List Treatment table

[1] These are concept level estimates (P95) include 30% contingencies.

TREATMENT ANALYSIS MATRIX

Treatment	Cost Estimate	Social Cost of Crashes	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk	Risk Reduction %	Risk Reduction
Existing	$ -	$ 2,684,200	No Change	No Change	No Change	No Change	No Change	No Change	260	No Change	0
Option H Raised signalised crossing and reduce crossing distance with kerb build outs	$ 900,000	$ 1,878,940	50%	Moderate	Moderate	Moderate	Medium Benefit	High Benefit	192	26%	68
At grade zebra crossing with kerb build outs to reduce crossing distance	$ 450,000	$ 2,442,622	20%	Moderate	Minor	Moderate	High Benefit	High Benefit	244	6%	16
Raised zebra crossing with kerb build outs to reduce crossing distance	$ 500,000	$ 2,388,938	22%	Moderate	Moderate	Moderate	High Benefit	High Benefit	209	20%	51
Informal crossing with kerb build-outs to reduce crossing distance	$ 200,000	$ 2,442,622	20%	Minor	No Change	Moderate	No Change	Low Benefit	244	6%	16
Otion J At Grade Signalised Crossing	$ 800,000	$ 2,013,150	45%	Moderate	Minor	Moderate	Medium Benefit	High Benefit	228	12%	32

Table 5 Treatment Comparison Table Mid-Block Pedestrian Crossing

Preferred Option

Alternative Option

OPTIONS FOR FURTHER CONSIDERATION

Based on the treatment analysis matrix:

Preferred Safest Option H: Raised signalised pedestrian crossing with kerb buildouts Estimated costs $900k (P95 including 30% contingency).

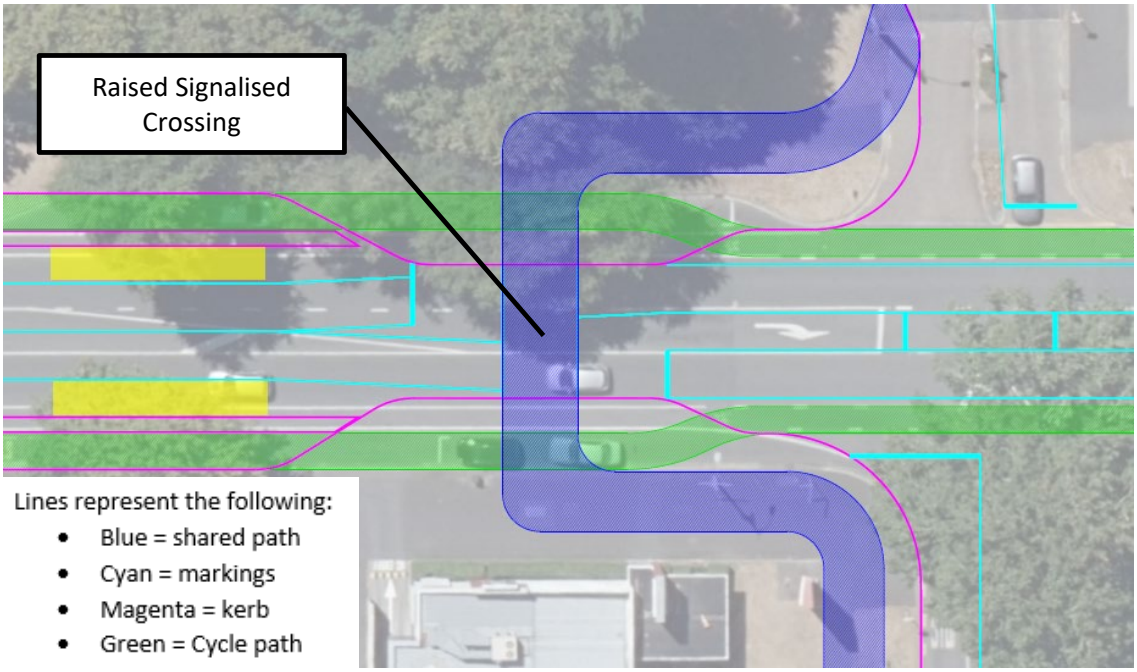


Figure 9 Preferred Option – Signalised Crossing on RSP with kerb buildouts

There is clearly high-risk for pedestrians, many are school children, and the recommended option is a mid-block signalised pedestrian crossing, located to the north of the intersection and south of the KFC Entrance near to the location in the figure below. The crossing has an RSP with 1:20 ramp grades to balance safety of pedestrians (reduce speeds) and vehicle transition (transition speed 40km/h). Kerb buildouts will be provided both sides that enable visibility to/for pedestrians, away from parked vehicles and consideration of off-road treatment for cyclist safety at this pinch point.

Alternative Option J: At-grade signalised pedestrian crossing with kerb buildouts Estimated costs $800k (P95 including 30% contingency).

As preferred option, without RSP. However, without RSP, the approach and transition speeds are not reduced, as a result there is some risk, and pedestrian crash severity is likely to result in death or serious harm.

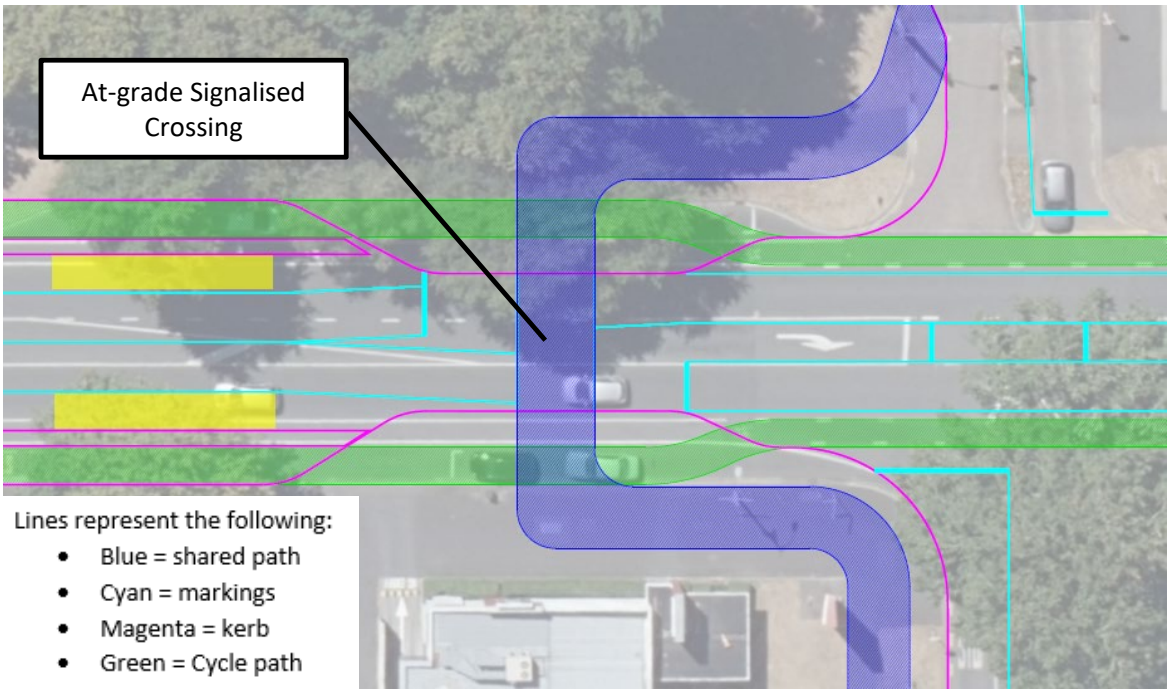
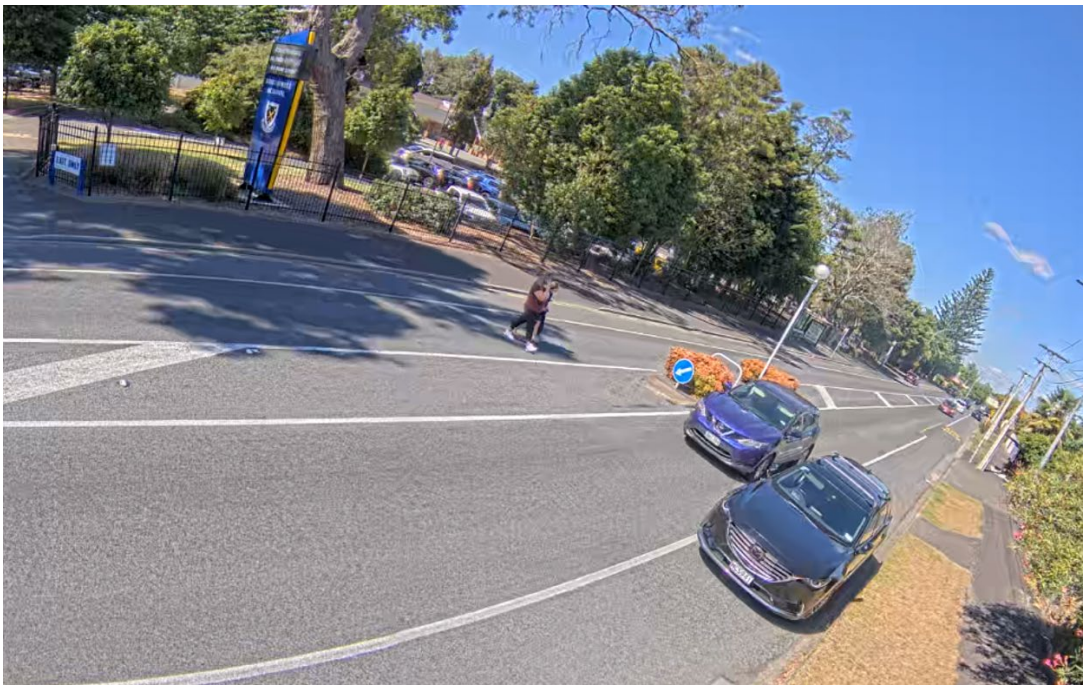


Figure 10 Preferred Option – At-grade signalised pedestrian crossing with kerb buildouts

Project Report

Peachgrove Road - Southwell School Safety Improvements

2024/2025



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Peachgrove Road - Southwell School Safety Improvements Project

WHERE?

Figure 1 Site Location

SITE DISCRIPTION

Peachgrove Road is a Minor Arterial Transport Corridor under Operative District Plan. The immediate surrounding location is zoned as General Residential and consists of existing residential land use. The Southwell School is located adjacent to the proposed crossing location. Peachgrove Road has high traffic volume of 14000 (est.) according to 2021 mobile roads data.

The project is approved in the part 2 Unsubsidised Minor Transport Improvement programme 2024/25. The objectives of these projects are to enhance the overall safety and increase accessibility for all road users.

WHATS THE PROBLEM?

There are 301 pedestrians moving through this section of road and recorded 27 pedestrians crossing, this includes vulnerable School children accessing Southwell School, who cross this busy road in addition older pedestrians accessing the bus stops and medical centre.

There are no pedestrian priority crossing facilities in this area, with a small pedestrian refuge island located just south of the northern exit outside #201 from Southwell School. Particularly high number of pedestrians in groups, leading to pedestrians (including School children in groups) using the existing central island as a waiting place. This island does not have the space to safely accommodate no more than 2 pedestrians, resulting in children standing on the road/front and back of island kerbs when they cross in gaps.

The high volumes of pedestrians coincide with high peak traffic, making it difficult for pedestrians to find safe gaps between traffic, resulting in high-risk decisions.

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

The likelihood of a vehicle vs pedestrian crash that will result in death or serious injury is high at this location, due to the high number of children crossing the road, high volume of traffic and the absence of safe crossing facilities.

Data from the Waka Kotahi Crash Analysis System (CAS) shows a poor safety record, since 2014 there have been 10 reported crashes (1 serious, 2 minor injury and 7 non injury) for the length of the school frontage. One is an injury crash and one non injury crash involved cyclist vs pedestrian, resulting in a social cost of $1.96M.

ROAD DATA

The Peachgrove Road is 2 lane traffic with central median has the following characteristics:

- Posted speed limit is 50km/h on Peachgrove Road, the 85th%tile is 50.76km/h, the fastest recorded speed is 100.08km/hr, 18% of vehicles travel above 50km/hr.
- There is an existing informal crossing with median refuge island, which is only suitable enough to safely accommodate 2 people at a time.
- The overall road width is 12.8m.
- Peachgrove Road is a 2-lane road with flush median.
- Peachgrove Road has no dedicated cycle lanes.
- There is 2m pedestrian footpath and 1.5m berm on residential side and 3m footpath on school frontage.
- There is no formal pedestrian priority crossing within a 200-meter radius of the proposed location.
- This is part of the over-dimension heavy vehicle route.
- Southwell School fronts Peachgrove Road with a secondary access onto Enderley Avenue.
- Southwell School is a private school with current role of 653 students (2024/25).

There are currently five local bus routes operating along Peachgrove Road as shown in the table below:

Road Name	Bus Service	Bus Stop Location
Peachgrove Road (north)	Bus 21, Bus 23, 4N and Orbiter	Outside 200 Peachgrove Road (Outside Southwell School)
Peachgrove Road (south)	Bus 21, Bus 24, 4N and Orbiter	Outside 199 Peachgrove Road (Opposite Southwell School)

Table 1 Public Transport Routes

The One Network Framework (ONF) is a classification system which divides New Zealand's roads into categories based on their movement and place function. The ONF recognises that streets function as Urban Connector.

Road Name	ONF	Estimated AADT (veh/day) & Heavy Vehicles
Peachgrove Road	Urban Connector (M1,P4)	14,000 (est.2023), 5% Heavy Vehicles

Table 2 One Network Framework & Volume of Traffic

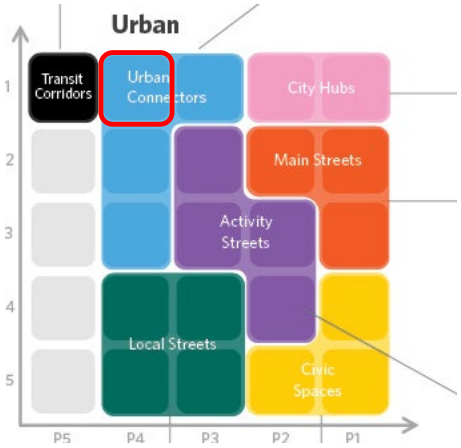

Figure 2 ONF Classification

CRASH HISTORY

Since 2014 there have been ten recorded crashes, one Serious crash, two Minor injury crashes and seven non-injury crashes, included cyclist vs pedestrian.

At this location in travel speed, poor judgement resulting in loss of control/Head on and rear end/obstruction crashes. Since 2014 the social cost of crashes has been $1.96M.

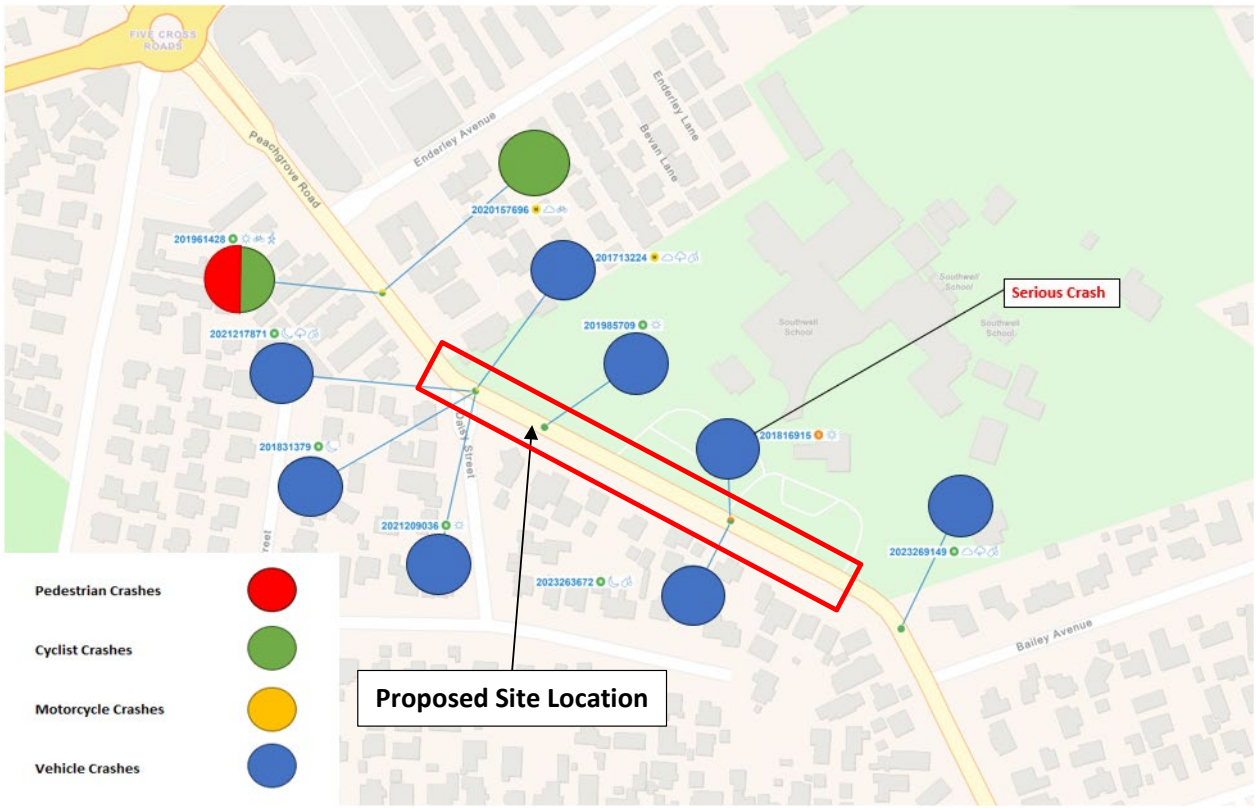

Figure 3 CAS Data – Showing Crashes (since 2014)

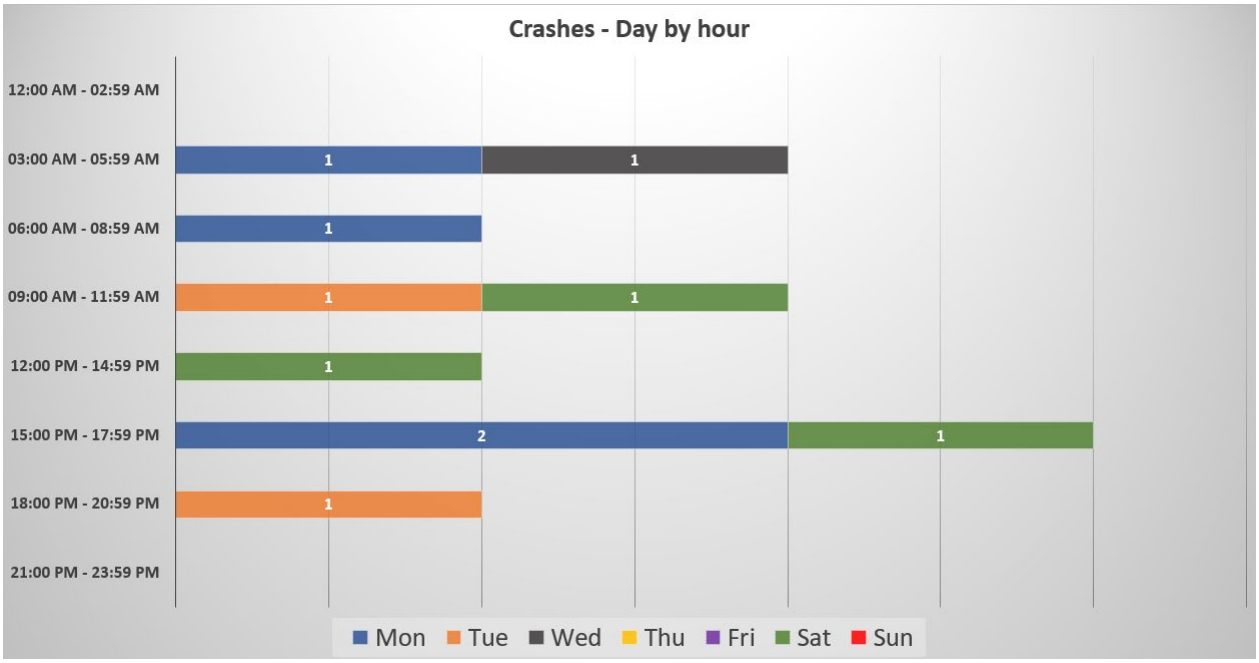

Figure 4 CAS Data – Showing crash analysis at different period during a day (since 2014)

PEDESTRIAN DATA

There is notable pedestrian movement along Peachgrove Road near Southwell School, this is connection between Five Crossroads and Te Aroha Street and is part of the Eastern Pathways Schools Link route. There are bus stops along Peachgrove Road, which encourage pedestrian activity and there is significant pedestrian crossing activity to/from Southwell School. Most pedestrians and cyclists travel in a north-south direction on Peachgrove Road.

An onsite fixed camera was used to monitor and gather pedestrian and cyclist movement/ behaviour data.
Counts of the number of pedestrians and cyclist are summarised below:

Date and Time 7am to 7pm	Pedestrians moving through site	Pedestrian Crossing Peachgrove Road	Cyclist moving through site	Cyclist Crossing Peachgrove Road	Total Pedestrian and Cyclist
6th March 2025 (Thursday)	301	27	199	7	**500**

Table 3 Pedestrian and cyclist Volume

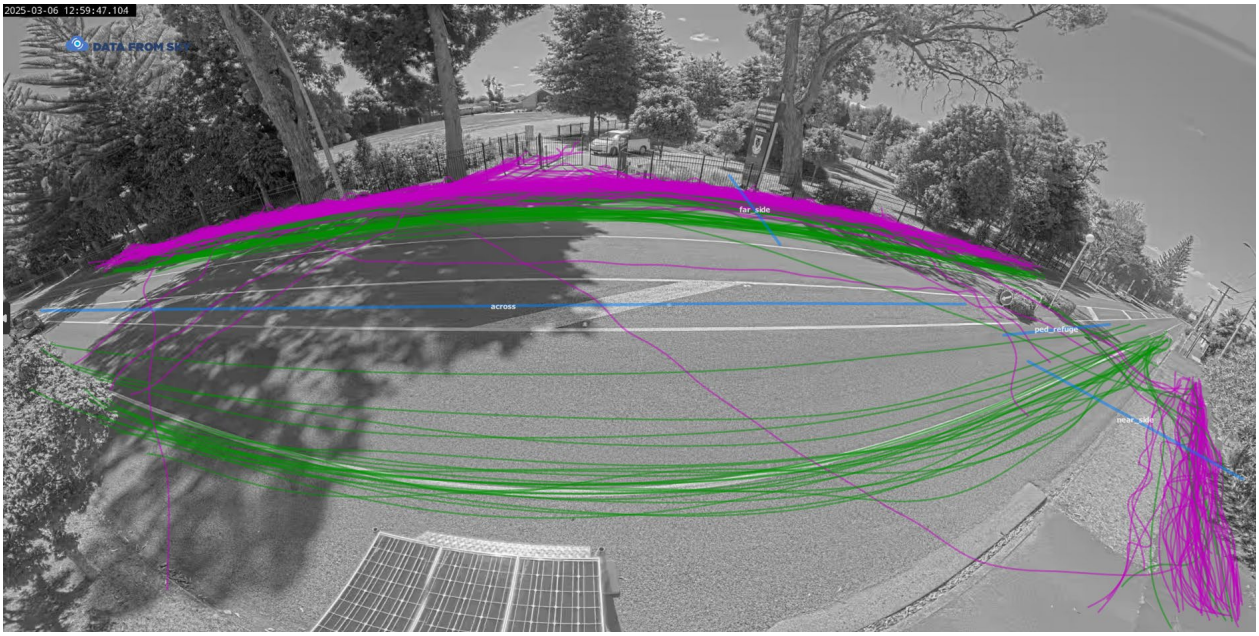

Figure 5 Survey Locations showing desire lines in the existing refuge (06/03/2025) (Purple = Pedestrians, Green = Cyclists)

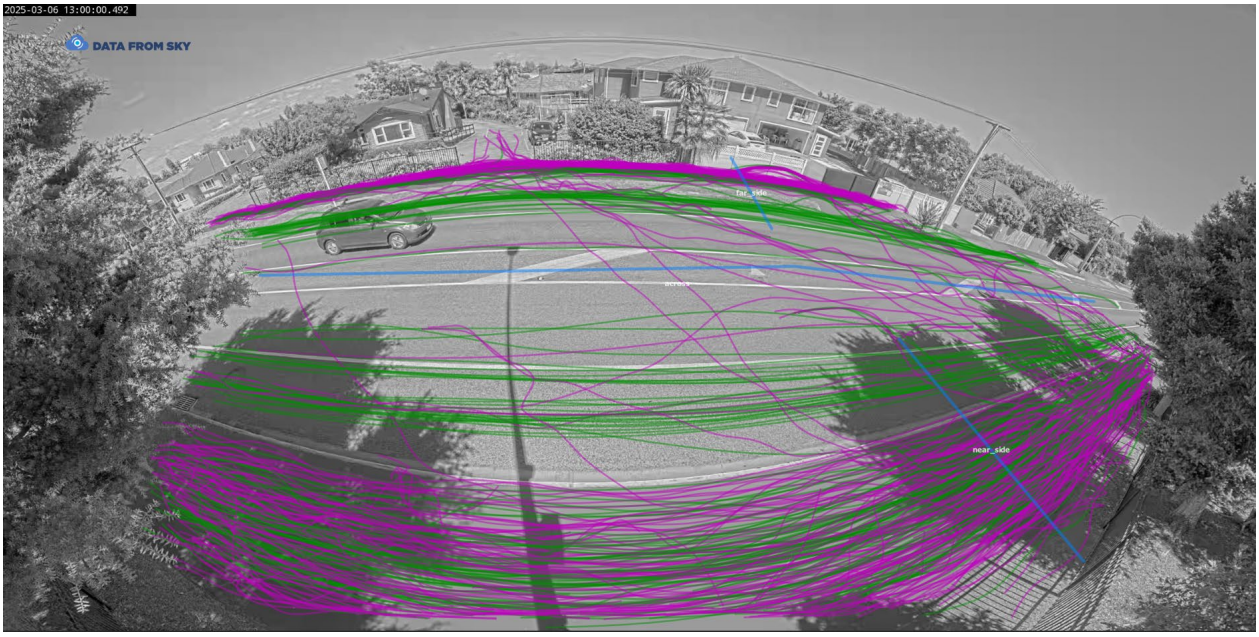

Figure 6 Survey Locations showing desire lines outside #197 Peachgrove Road (06/03/2025) (Purple = Pedestrians, Green = Cyclists)

OBSERVATIONS

A site inspection was completed on 12th March 2025 and a "Pathways" © camera was installed to record pedestrian, cyclists and vehicle movements, during which the following observations were made:

- Many students crossed Peachgrove Road near the School pedestrian access and then use the existing narrow refuge crossing located 50m to the north. Choosing high risk decisions often running across the road, over walking the extra distance, especially as the bus stop is directly opposite the access gate.

Figure 7 Site Photos - Observations

- Observed vehicles travelling in high speed which can lead to serious crashes.
- During peak hours it is observed that the traffic gap allowing pedestrians to cross the road is very minimal and observed people running across the lanes while crossing.
- Existing cutdowns at the crossing are observed to be non-wheelchair friendly due to greater footpath slope and road pavement surfacing build up.
- Students that used the narrow refuge island, were often in groups >5 which required them to stand on the kerbs or the flush median to the front and rear of the refuge.

COMMUNITY AND PUBLIC FEEDBACK

Southwell School expressed interest for a formal signal pedestrian crossing for the safety of their students and this was presented to the Infrastructure & Transport Committee on 28th November 2024. School made an official submission to Elected Members of Hamilton City Council for a signal crossing on 18th February 2025.

Customer Request Management (CRM) System has shown the following customer requests were generally in regard to pedestrian crossing requirements and safer speed environment requirements include:

- August 2024: Southwell School contacted HCC Staff stating that the Peachgrove Road area outside Southwell School is becoming increasingly dangerous for students crossing at this location.
- March 2020: Request for the School zone to be extended from current location by 1-2 streets over because the person believes there is a danger to children crossing the street. Speed of vehicles was mentioned as the greatest concern.
- March 2018: Request regarding the speed of cars along Peachgrove Road, especially outside of Southwell School is observed to be a lot greater than what is expected. They have also mentioned that it was observed vehicles speeding during School peak hours.

STAKEHOLDERS ENGAGEMENT

Staff have completed early engagement with Southwell School to gather insights about the existing conditions. School previously engaged with Council staff about road safety and need for a pedestrian priority crossing. The school has confirmed they are willing to work alongside HCC with the preferred option, which may include the relocation of the student accessway onto Peachgrove Road as part of their carpark redevelopment.

The proposed location has bus stops nearby and Waikato Reginal Council will be engaged at the early stage with the proposal. No changes to the bus stop locations are proposed.

Peachgrove Road is not a key route for Fire and Emergency NZ (FENZ) as shown below:

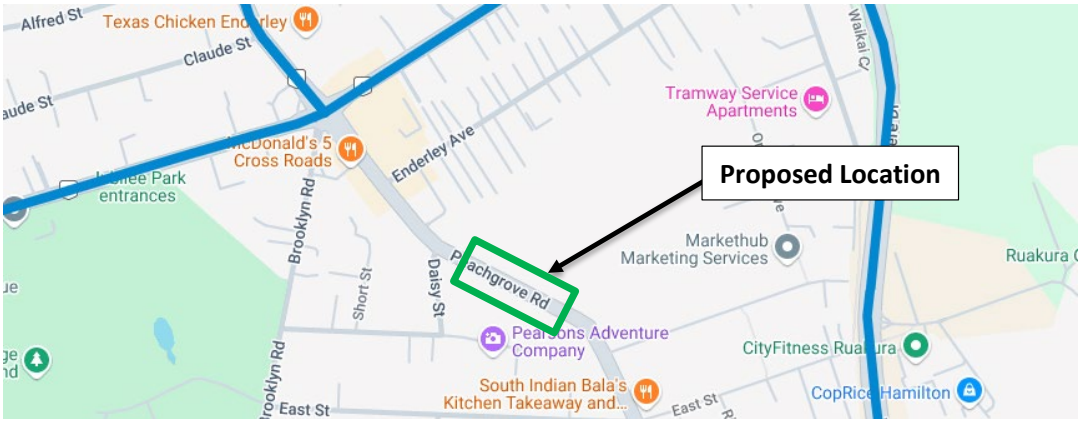

Figure 8 Aerial showing FENZ Route in blue and the proposed location in green rectangle.

ENGAGEMENT PLAN

The stakeholders near this location include educational institutions, shops and residential areas. We will ensure effective and transparent communication with the primary stakeholders, especially the school. This approach will facilitate face-to-face discussions regarding construction techniques and schedules. We will work with the contractor to determine traffic diversions and adaptable working hours.

The information provided to the stakeholders will encompass the project scope, objectives, a preliminary sketch of the project, and an estimated timeline for construction, while also soliciting their input on minimizing disruptions to their operations.

The approach to communication will involve postal mail, direct discussions with those affected, project signage, variable message boards (VMS), and posters placed in local shops. A dedicated six-week period will be established for soliciting public input. This initiative provides an opportunity for all stakeholders to converse about the processes and timelines, thereby seeking to alleviate any concerns prior to the initiation of physical activities.

RECOMMENDATIONS

Preferred Safest Option: Raised signalised pedestrian crossing Estimated costs $900k (P95 including 30% contingency).

This option has an estimated social crash cost saving $547,855 and a safe systems score of 287.

Alternative Option: At-grade signalised pedestrian crossing Estimated costs $750k (P95 including 30% contingency).

As preferred option, without raised safety platform. This option has an estimated social crash cost saving $508,011 and a safe systems score of 309.

TREATMENT CONSIDERATIONS

Four long-list options were developed Vehicle/Pedestrian Safety and pedestrian/ cyclist accessibility levels.

The following tables detail treatment options and matrix scoring for the options.

Treatment	Type	Discussion	Cost[1]
A	Upgrade Existing Mid-Block Informal crossing on Raised Safety Platform	Upgrade the existing Mid-Block Informal crossing on Raised Safety Platform, with kerb buildouts to provide visibility to/for crossing pedestrians and reduced crossing length and thus reduce traffic delays. Raised Safety Platform with 1:20 grade ramps. Median Refuge Island width will be increased in width, through traveling cyclist consideration will be required at the kerb build outs	$500k
B	Mid-Block Zebra crossing with Raised Safety Platform	Mid-Block Zebra Crossing, located at the existing informal crossing with kerb buildouts to provide visibility to/for crossing pedestrians and reduced crossing length and thus reduce traffic delays. Raised Safety Platform with 1:20 grade ramps. Median Refuge Island will be removed as part of this option, through traveling cyclist consideration will be required at the kerb build outs	$550k
C	At-Grade Mid-Block Signalised Pedestrian Crossing	Mid-Block Crossing, located at the existing informal. Refuge Island will be removed as part of this option.	$750k
D	Mid-Block Signalised Pedestrian Cross with Raised safety platform	Mid-Block Crossing, located at the existing informal. Raised Safety Platform with 1:20 grade ramps. Refuge Island will be removed as part of this option.	$900k

Table 4 Long List Treatment table

[1] These are concept level estimates (P95) include 30% contingencies.

TREATMENT ANALYSIS MATRIX

Treatment	Cost Estimate	Current Cost of Crashes (Option Reduction)	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk Score	Risk Reduction %	Risk Reduction
Existing	$ -	$ 1,992,200	No Change	No Change	No Change	No Change	No Change	No Change	331	No Change	No Change
Uncontrolled Crossing on RSP 1:20	$ 500,000	$ 39,844	2%	Minor	Moderate	Moderate	Low Benefit	Medium Benefit	316	5%	15
Zebra Crossing on RSP 1:20	$ 550,000	$ 9,961	1%	Moderate	Moderate	Moderate	High Benefit	High Benefit	309	7%	22
Signalised Crossing on RSP 1:20	$ 900,000	$ 547,855	28%	Moderate	Moderate	Moderate	Medium Benefit	High Benefit	287	13%	44
At-Grade Signalised Crossing	$ 750,000	$ 508,011	26%	Moderate	Minor	Moderate	Medium Benefit	High Benefit	309	7%	22

Figure 9 Treatment Comparison Table Mid-Block Pedestrian Crossing

Preferred Option

Alternative Option

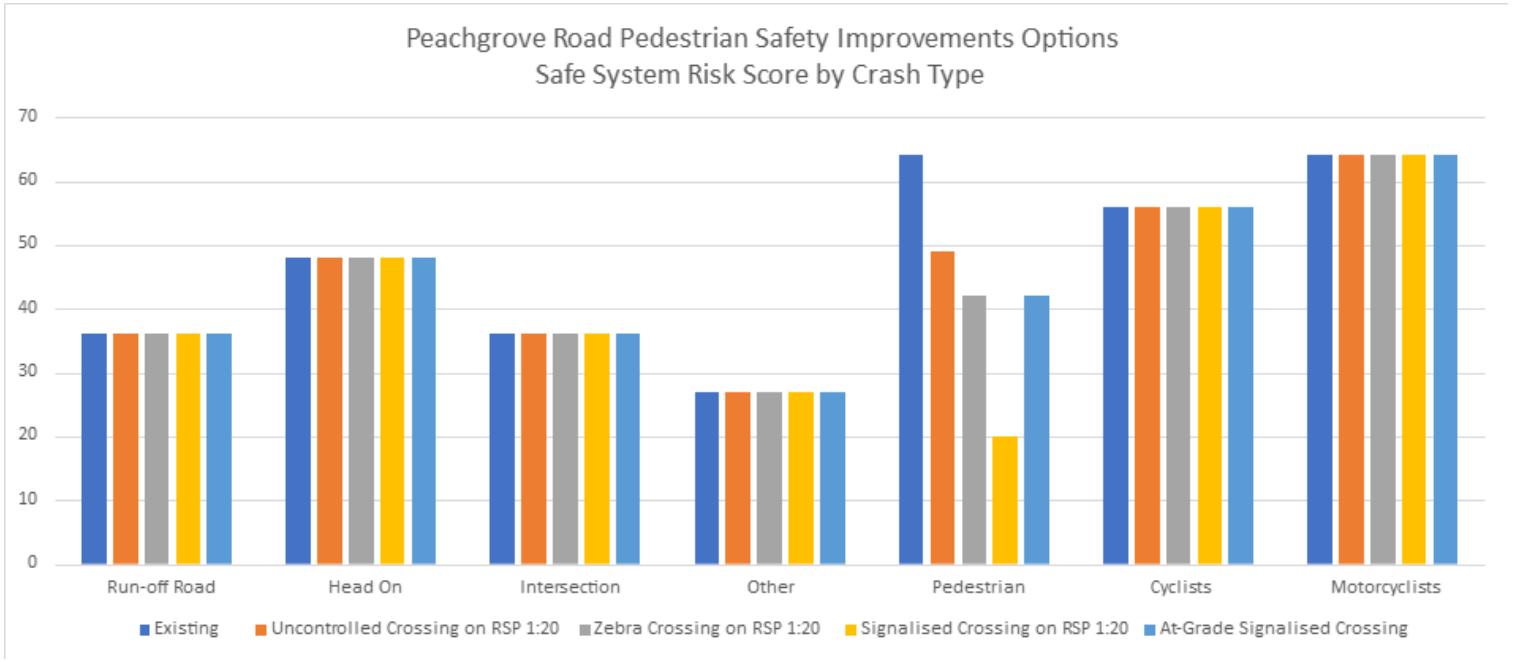

Figure 10 Safe Systems Risk Score – note the lower score indicates better safety.

RECOMMENDED OPTION

Preferred Safest Option: Raised signalised pedestrian crossing Estimated costs $900k (P95 including 30% contingency).

Crossing is currently proposed at the location of the existing pedestrian refuge island. It is understood that the school plans future upgrades to the internal layout of parking and access, location of the crossing point will be important so that the school student entry/exit is adjacent and liaison with the school will be necessary. The crossing has a Raised Safety Platform with 1:20 ramp grades to balance safety of pedestrians (reduce speeds) and vehicle transition (transition speed 40km/h). This option has an estimated social crash cost saving $547,855 and a safe systems score of 287.

Figure 11 Preferred Option – Signalised Crossing on Raised Safety Platform.

Alternative Option: At-grade signalised pedestrian crossing Estimated costs $750k (P95 including 30% contingency).

Figure 12 Alternative Option: At-grade signalised pedestrian

Crossing is currently proposed at the location of the existing pedestrian refuge island. Same as preferred option but without Raised Safety Platform. However, without Raised Safety Platform, the approach and transition speeds are not reduced to a survivable pedestrian impact speed, as a result there is risk, that any crash involving a pedestrian is likely to result in death or serious harm. This option has an estimated social crash cost saving $508,011 and a safe systems score of 309.

This project would be 100% locally funded via Part 2 Unsubsidised Minor Transport Improvements Programme.

DISCUSSION TOPIC SUMMARY

Topic: Transport Projects – Macroscope proposals

Related Committee: Infrastructure and Transport

Business Unit/Group: Infrastructure and Assets

Key Staff Contact/s: Robyn Denton & Dharmen Singh

Direction Discussion recommended?

Status: Open

PURPOSE OF TOPIC/INFORMATION

1. To provide a presentation on the proposed improvements for the following projects which were approved in the Part 2 Unsubsidised Minor Transport Improvements at the 11 March Infrastructure and Transport Committee:

    a) Grey Street Pedestrian Improvements just north of Wellington Street

    b) Peachgrove Road Pedestrian Improvements at Southwell School

2. Approval of the Macroscope Design for these projects will be recommended to the 13 May 2025 Infrastructure and Transport Committee

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

3. These projects have been approved via the development of Part 2 of the Unsubsidised Minor Transport Improvements Programme as approved at the 11 March 2025 Infrastructure and Transport Committee.

4. Based on the Transport Decision Making Framework these projects were assessed as being 'Yellow' and therefore require the presentation of a Project Report at an Elected Member Information Session ahead of seeking Macroscope Approval at a subsequent Infrastructure and Transport Committee meeting.

5. Funding for these projects is included in Year 1 (design) and Year 2 (construction) of the Part 2 Unsubsidised Minor Transport Improvements programme.

KEY SUMMARY POINTS

6. **Grey Street Pedestrian Improvements just north of Wellington St**

    a) There are very high numbers of pedestrians crossing Grey Street in the section between Wellington Street and Cook St.
    b) The pedestrians include school children moving to and from schools as well as people crossing to access parking, cafes, fast food shops and sports fields.
    c) There are no formal facilities for pedestrians to use and this results in people stepping onto the road between parked cars, standing in the central median/right turn bay and needing to run to avoid traffic.
    d) We have received community requests for improvements in this area.
    e) A signalized pedestrian crossing on a raised safety platform with kerb buildouts is recommended as the safest option, but an alternative option is proposed that does not include the raised safety platform.
    f) There are turning crashes occurring at the Wellington Street / Grey Street intersection. Intersection improvements have been considered but the costs and impact on traffic flows outweighed the benefits. The signalized pedestrian crossing will create gaps in the traffic flow which will make it easier and safer for vehicles to turn into and out of this intersection.

7. **Peachgrove Road Pedestrian Improvements outside Southwell School**

    a) There are high numbers of pedestrians moving through this area but there is only a small refuge island in the centre of the road that can only accommodate 2 people. This results in people standing

in the middle of the flush median waiting for gaps in the traffic in order to cross the road.

b) We have received community requests for improvements in this area including from the Southwell School.

c) The school is proposing changes to the carpark layout and entry/exit points for vehicles and pedestrians/cyclists and they are supportive of us upgrading the existing refuge island.

d) This section of road is included in the Eastern Pathway – Schools Link and is recognized as needing improvements to facilitate and safely accommodate children moving to and from this and other schools in the area.

e) A signalized pedestrian crossing on a raised safety platform is recommended as the safest option, but an alternative option is proposed that does not include the raised safety platform.

WHERE CAN MEMBERS FIND MORE INFORMATION?

8. A copy of the presentation is attached.

9. A copy of the Project reports for each site is attached.

WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

10. Staff will be seeking direction from EMs on any additional information that will be required for inclusion in the report requesting Macroscope approval of these projects at the 13 May 2025 Infrastructure and Transport Committee meeting.

Purpose of Briefing

To present the work that has been completed investigating options for improvements to the following locations:

- Grey Street – pedestrian facility north of Wellington Street
- Peachgrove Road – pedestrian facility at Southwell School

To seek feedback on the proposals for inclusion in the report to the 13 May 2025 Infrastructure and Transport Committee which will recommend approval macroscope designs

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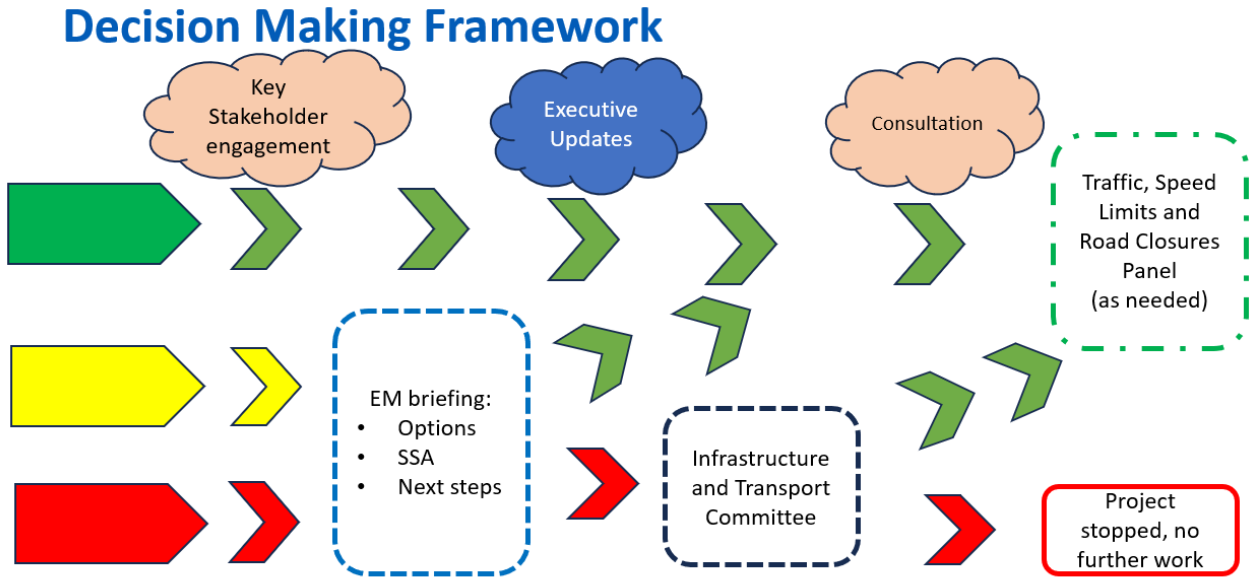
Background

The 11 March 2025 Infrastructure and Transport Committee approved Part 2 of the Unsubsidised Minor Transport Improvements programme.

The list included a number of projects that had been assessed as "Yellow" projects in accordance with the Transport Decision Making framework.



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Project reports and options

As part of the briefing pack there is a project report for each of the sites.

A number of options have been considered for each site and the detail of these is in the supporting project reports

Staff have identified the safest option as a preferred option, noting some of these do include Raised Safety Platforms (RSP). An alternative option is also provided – generally without an RSP.

The final decision on which option (if any) will proceed will be made at the Infrastructure and Transport meeting.

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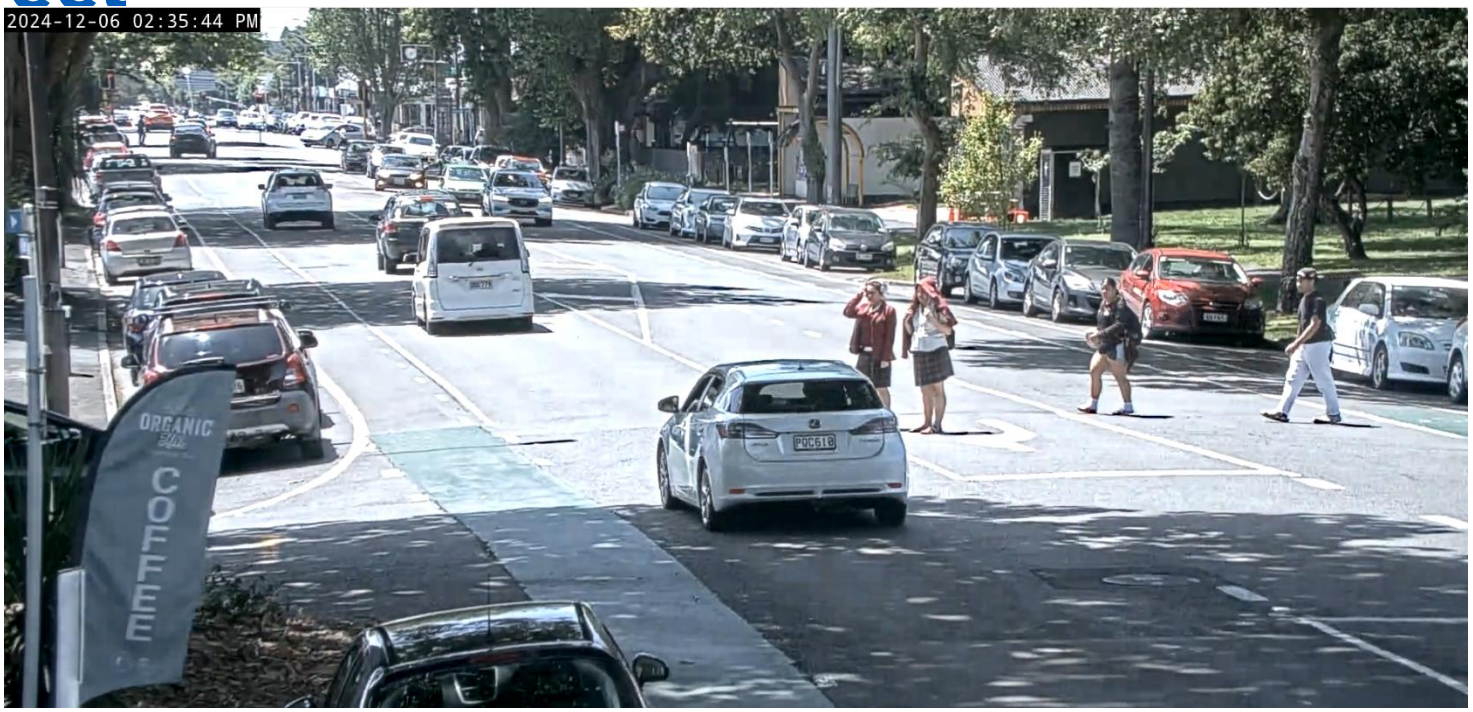
Grey Street – Pedestrian Facility north of Wellington Street



Initially this project started as consideration for intersection improvements, but based on the data and observations it was refocused to become a pedestrian improvement project

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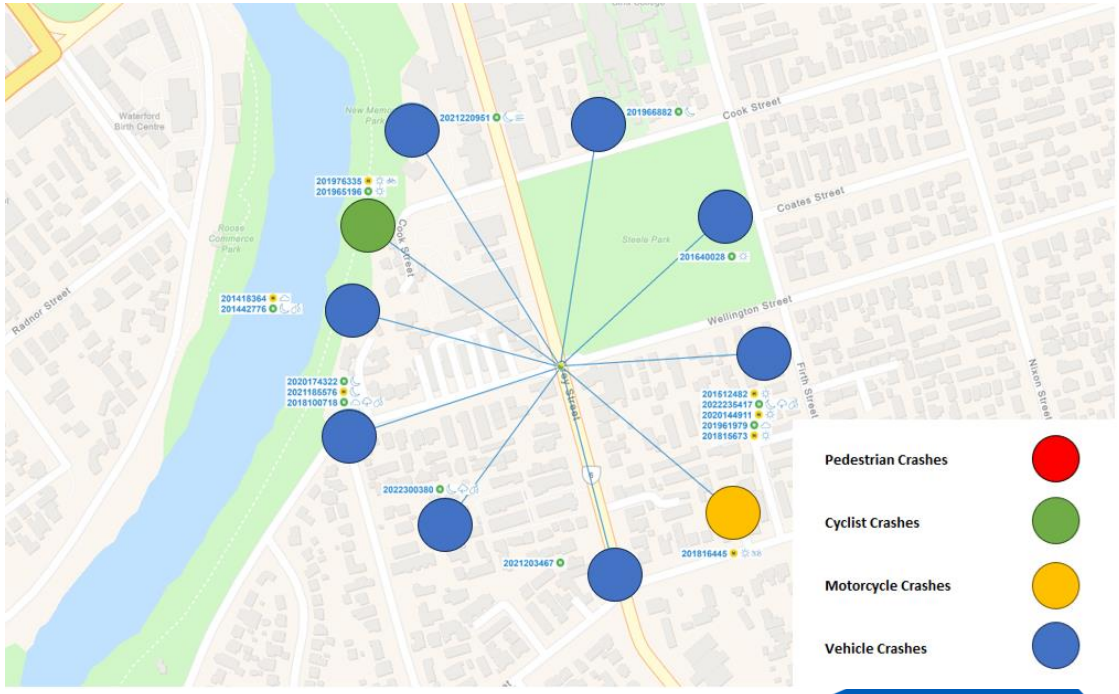
Grey Street – Pedestrian Facility north of Wellington Street

Crashes

- Since 2014 there have been eighteen recorded crashes within the proposed project area, including one cyclist crash.
- Seven of these crashes were minor injury crashes and eleven non-injury crashes.
- Historic crash data indicates a trend of rear end/obstruction 11% and crossing/turning crashes 89% at the intersection.
- 89% of all crashes had “failed to give way or stop” as one of the crash factors



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Grey Street – Pedestrian Facility north of Wellington Street

Vehicle Movements

Road Name		Estimated AADT (veh/day) & Heavy Vehicles
Grey Street (north)		15,000 (est.2023), 5% Heavy
Grey Street (south)		16,100 (est.2023), 5% Heavy
Wellington Street (west)		3,900 (est.2021), 1% Heavy
Wellington Street (east)		1,700 (est.2021), 4% Heavy

Road Name	Bus Service	Bus Stop Location
Grey Street (north)	Bus 10 & Bus 17	Two bus stops; Approximately 40 m (northbound) and 125 m (southbound) from the intersection.
Grey Street (south)	Bus 10	Approximately 40 m south of the intersection. This stop is utilised by the University bus service.
Wellington Street (west)	Bus 17	3 Bus stops; Approximately 35 m from the intersection (westbound) and 2 bus stops approximately 170 m from the intersection (westbound & eastbound).

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Grey Street – Pedestrian Facility north of Wellington Street

Pedestrian Movements

- strong pedestrian desire lines to cross north-south and east-west at the Wellington Street / Grey Street Intersection due to the existing shops i.e. KFC and the Café.
- pedestrians and cyclists are mainly seen crossing north-south along Wellington Street due to the shops along Grey Street and due to the Anzac Parade Bridge, which is the closest east-west connection over the Waikato River to the City Centre/ Hamilton Central.
- events at Steele Park also result in high numbers of pedestrians moving through the area and across the road
- on-street parking along Grey Street and Wellington Street on both sides of the road also generate foot traffic crossing the road.

Date and Time	Pedestrians complete count	Pedestrian Crossing Grey Street	Cyclist complete count	Cyclist Crossing Grey Street	Total Pedestrian and Cyclist
4th December 2024 (Wednesday)	982	452	129	42	1111
5th December 2024 (Thursday)	944	388	151	38	1095
6th December 2024 (Friday)	983	541	114	44	1097
7th December 2024 (Saturday)	958	421	95	35	1053

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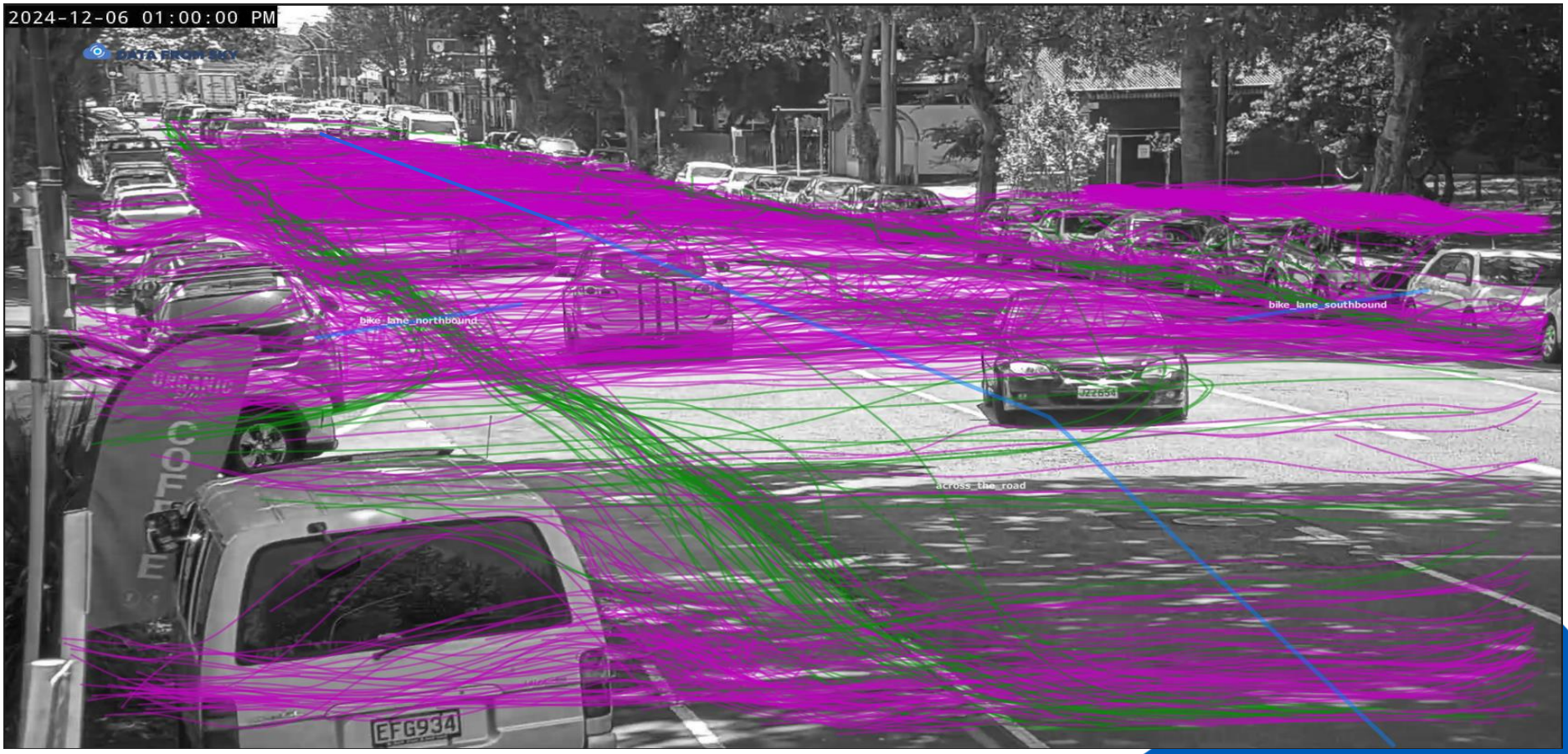
Grey Street – Pedestrian Facility north of Wellington Street



Grey Street – Pedestrian Facility north of Wellington Street

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Grey Street – Pedestrian Facility north of Wellington Street

Customer Requests

Customer requests were generally in regard to pedestrian crossing requirements and safe intersection requirements and include:

- May 2024: Request for priority crossing at this location because of vehicles turning right from Grey Street north to Wellington Street (west) not giving way for pedestrians crossing Wellington Street and mentioned near miss experience.
- June 2022: Request for safer intersection project.
- December 2020: Request for a crossing facility at the intersection because existing crossings are further away.
- September 2020: Customer concern regarding multiple incidents noticed where vehicles turning right from Wellington Street (East) onto Grey Street (North) not giving way for oncoming traffic on Grey Street.

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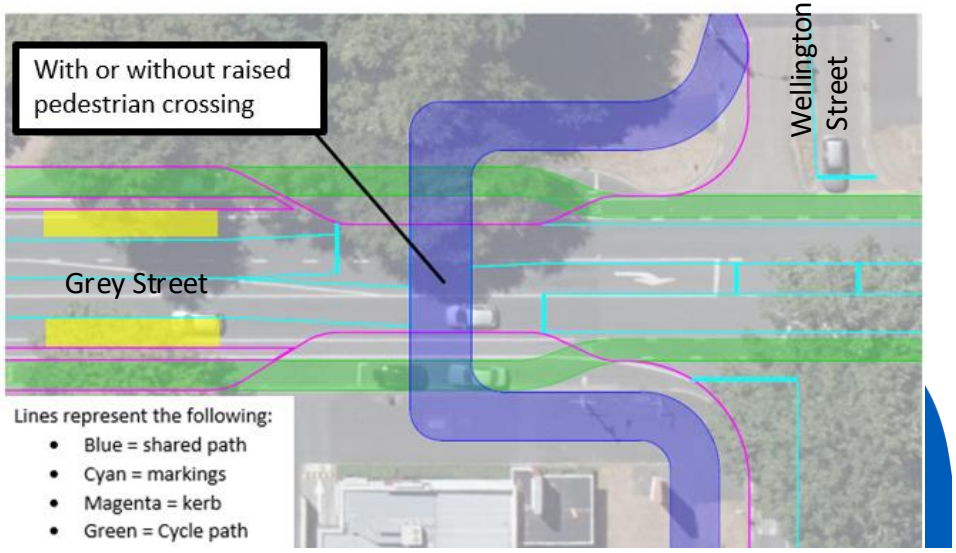
Grey Street – Pedestrian Facility north of Wellington Street

Recommended safest option: Raised signalised crossing with kerb build outs. Estimated cost $900K

- A mid-block signalised pedestrian crossing, located to the north of the intersection and south of the KFC Entrance
- Raised safety platform with 1:20 ramp grades to balance safety of pedestrians and vehicle transition.
- Kerb buildouts will be provided both sides to enable visibility for pedestrians away from parked vehicle and off-road treatment for cyclist safety at this pinch point.

Alternative Option: At-grade signalised crossing with kerb build outs. Estimated cost $800k

- As above, but without raised safety platform. With this option, vehicle speed is not addressed, and some risk remains should a crash occur which involves car vs pedestrian with increasing chance of death or serious harm.



Peachgrove Road – Pedestrian Facility at Southwell School

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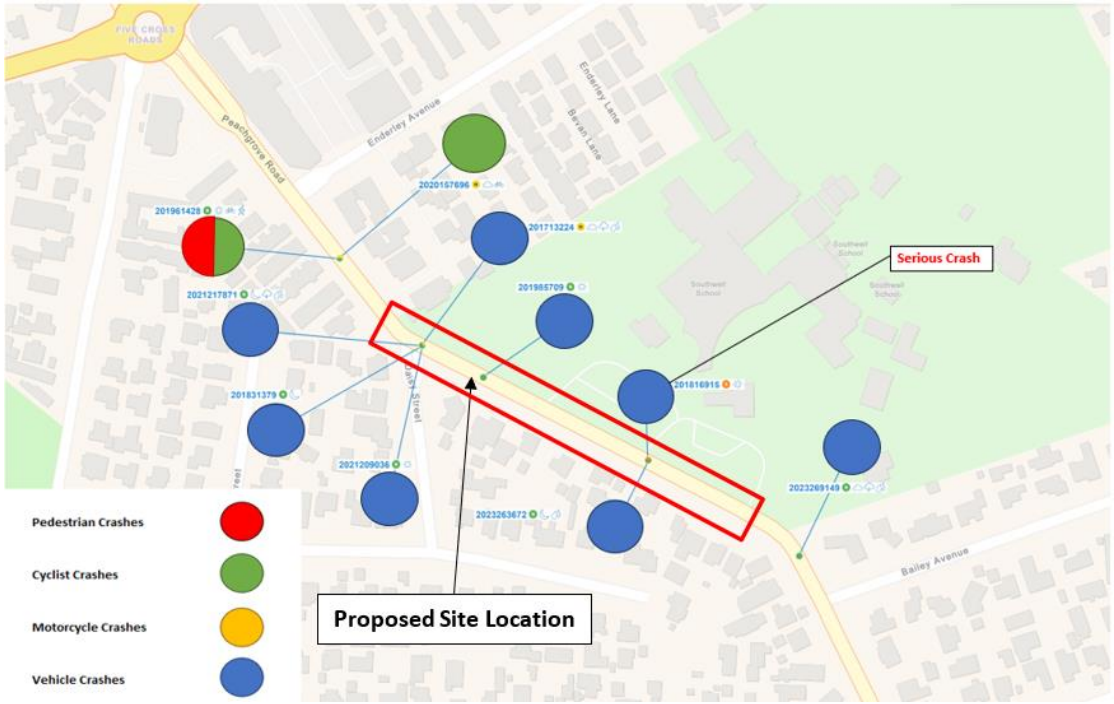
Peachgrove Road – Pedestrian Facility at Southwell School

Crashes



Since 2014 there have been ten recorded crashes, one Serious crash, two Minor injury crashes and seven non-injury crashes, included cyclist vs pedestrian.

At this location in travel speed, poor judgement resulting in loss of control/Head on and rear end/obstruction crashes.

Since 2014 the social cost of crashes has been $1.96M.

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Peachgrove Road – Pedestrian Facility at Southwell School

Vehicle Movements

Road Name		Estimated AADT (veh/day) & Heavy Vehicles
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Road Name	Bus Service	Bus Stop Location
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Peachgrove Road (south)	Bus 21, Bus 24, 4N and Orbiter	Outside 199 Peachgrove Road (Opposite Southwell School)

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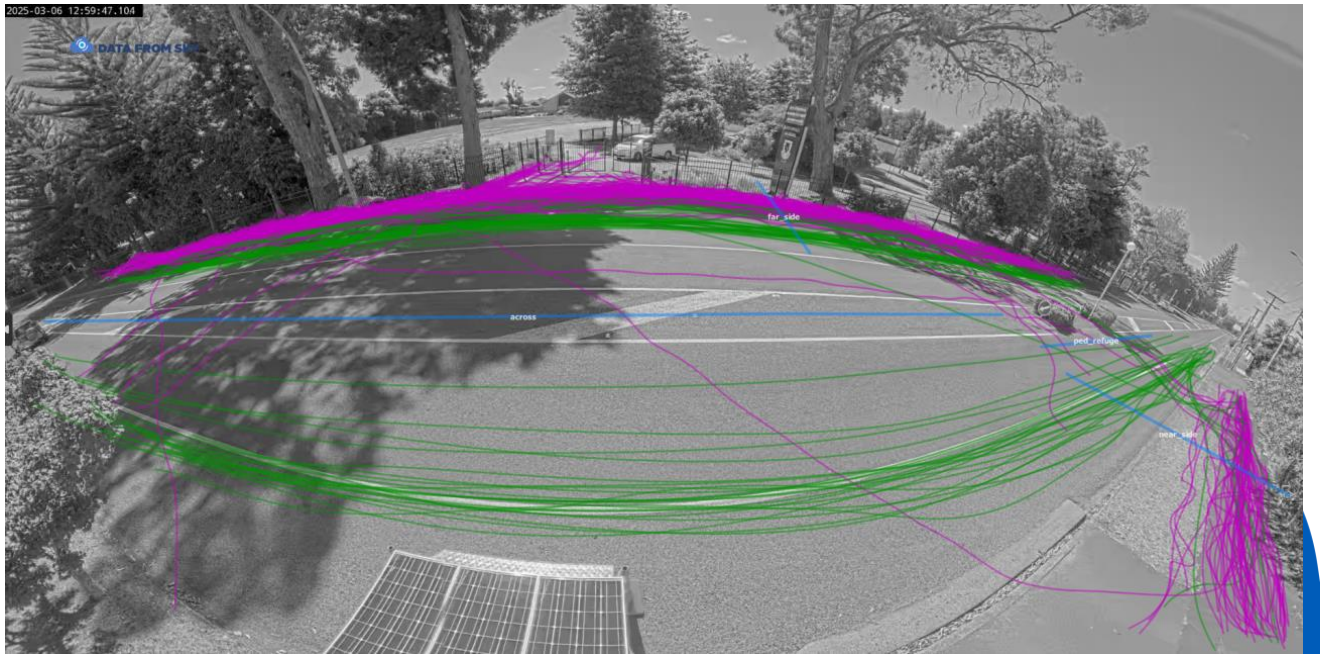
Peachgrove Road – Pedestrian Facility at Southwell School

Pedestrian Movements

- Notable pedestrian movement along Peachgrove Road near Southwell School,
- key connection between Five Crossroads and Te Aroha Street
- Part of the Eastern Pathways Schools Link route.
- There are bus stops along Peachgrove Road, which encourages pedestrian activity
- Significant pedestrian crossing activity to/from Southwell School – at various locations along Peachgrove Road
- Most pedestrians and cyclists travel in a north-south direction on Peachgrove Road.

Date and Time 7am to 7pm	Pedestrians moving through site	Pedestrian Crossing Peachgrove Road	Cyclist moving through site	Cyclist Crossing Peachgrove Road	Total Pedestrian and Cyclist
6th March 2025 (Thursday)	301	27	199	7	500



Peachgrove Road – Pedestrian Facility at Southwell School

Customer Requests

- November 2024: Southwell School expressed significant support for a formal pedestrian crossing for the safety of their students and has made an official submission along with a presentation to the Infrastructure & Transport Committee.
- August 2024: Southwell School contacted HCC Staff stating that the Peachgrove Road area outside Southwell School is becoming increasingly dangerous for students crossing at this location.
- March 2020: Request for the School zone to be extended from current location by 1-2 streets over because the person believes there is a danger to children crossing the street. Speed of vehicles was mentioned as the greatest concern.
- March 2018: Request regarding the speed of cars along Peachgrove Road, especially outside of Southwell School is observed to be a lot greater than what is expected. They have also mentioned that it was observed vehicles speeding during School peak hours.

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Peachgrove Road – Pedestrian Facility at Southwell School

Recommended safest option: Raised signalised crossing. Estimated cost $900K

- A mid-block signalised pedestrian crossing, located to the north of the intersection and south of the KFC Entrance
- Raised safety platform with 1:20 ramp grades to balance safety of pedestrians and vehicle transition.
- Kerb buildouts will be provided both sides to enable visibility for pedestrians away from parked vehicle and off-road treatment for cyclist safety at this pinch point.

Alternative Option: At-grade signalised crossing with kerb build outs. Estimated cost $800k

- As above, but without raised safety platform. With this option, vehicle speed is not addressed, and some risk remains should a crash occur which involves car vs pedestrian with increasing chance of death or serious harm.

The proposed location of the signalised crossing is currently the existing pedestrian refuge crossing and Southwell School have supported this proposal.

Southwell School currently have a consultant looking at possible changes to the layout of their carparks and the pedestrian access into the school of Peachgrove Road.

We will continue to work with the school to ensure an integrated solution – including positioning of bus stops

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Feedback and Direction

- Staff need direction on preferred option to progress to inclusion in future reports to Infrastructure and Transport Committee

Next Steps

- Based on direction from this workshop staff will complete any additional targeted consultation needed
- Report to 13 May 2025 Infrastructure and Transport Committee to seek macro-scope and funding approval

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